TEXAS DEPARTMENT OF TRANSPORTATION

Texas Airport System Plan

Update 2010

TEXAS AIRPORT SYSTEM PLAN

UPDATE 2010

Texas Department of Transportation

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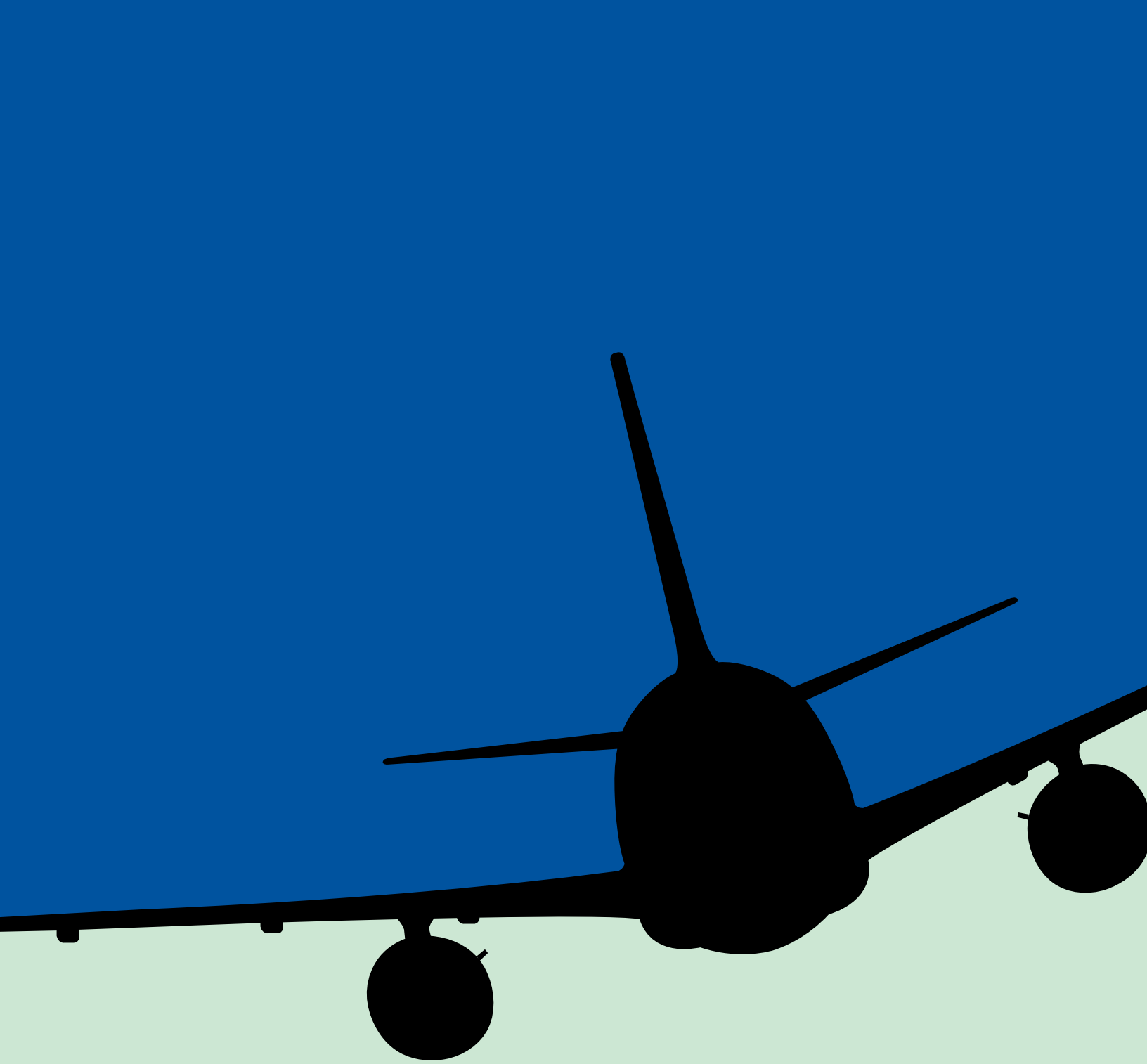


EXECUTIVE SUMMARY

The air transportation system is a significant part of the national economy and serves as a driving economic force in connecting people and businesses globally. In Texas, air transportation is no less important as Texans are major users of aircraft and airports in their daily lives. In the three decades since airline deregulation, the nation has seen the emergence of low cost carriers, the introduction of regional jets into mainline service, the emergence of secondary airports in urban airports, and new security challenges following the terrorist attacks of September 11, 2001.

The last decade in aviation, however, has largely been characterized by the financial difficulties of the airline industry which has affected the cities served as well as the level of service. Both the terrorist attacks and the economic crisis of the country have made for a difficult operating environment for the airlines. The last few years has seen many cities lose their airline service altogether while others have seen reductions in service either in terms of frequency or the loss of one or more destinations. Many airlines have been reducing capacity (seats) in an effort to improve their financial condition while hoping to regain some pricing power. Texas has fared much better than other states in that none of the 25 cities with air service has lost it although several have seen some reductions in frequency or the elimination of destinations. Passenger enplanements are expected to continue to grow at a lower rate than previously forecasted. In general, the same can be said of other aviation sectors.

The nation's scheduled air carrier airports are still the most visible component of the U.S. air transportation system; however, the majority of aircraft operations take place at the smaller airports that serve the general aviation segment of demand. These General Aviation airports make up nearly 85 percent of the airports in the National Plan of Integrated Airport Systems (NPIAS) and nearly 92 percent of the facilities in the Texas Airport System Plan (TASP). General aviation is an important contributor to both the state and national economies.

The airports in the national and state plans are those that have been identified as being the most essential to the nation's air transportation system. The objective of both plans is to direct state and federal resources to the airports that can best support the plan's goals of increasing system capacity; providing access by air to centers of population, industry, agriculture and natural resource development; and fostering economic development.

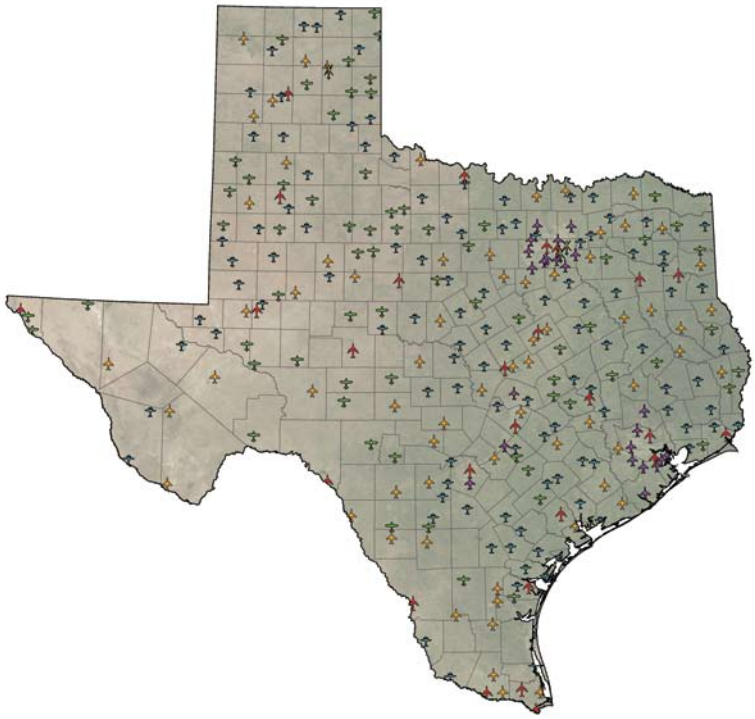
The focus of the TASP is on the General Aviation airports that provide capacity to the system in urban areas served by Commercial Service airports and on the airports serving the state's smaller communities. In the past, these airports were often associated with recreational flying, but today most communities recognize that an adequate airport is an essential component to attracting business development to expand their local economies.

Texas is not alone in recognizing the contribution that aviation can make to the state's economic development opportunities. Other states are investing in their airport systems. In order for Texas to remain competitive, the resources must be available for airport development.

The State Airport System

The TASP identifies those public use aviation facilities that perform an essential role in the economic and social development of Texas by providing adequate air access. The TASP includes 292 existing airports and two existing heliports which are classified by the role served:

Commercial Service airports	27
Reliever airports	24
Business/Corporate airports	67
Community Service airports	106
Basic Service airports	68
Heliports	2



MAP 1. TASP AIRPORTS

Each TASP airport is also assigned one of nine functional categories related to its specific use. These categories further define the airport features necessary to meet the needs of its users.

The development needs for each of the facilities in the state airport system are identified during annual airport visits and public meetings. Changes in an airport's needs are reflected in updates to the TASP. Continued development and maintenance of the aviation system requires a long term perspective based on goals, objectives and standards presented in the TASP.

Aviation Activity Forecast

State and national projections show Texas is poised for economic growth that exceeds that of the U.S. in the next quarter century. Similarly, Texas aviation activity growth rates are expected to grow at higher rates than the nation's average despite current economic difficulties.

The forecasts indicate that Texas will maintain a level of 8.31 percent of the total U.S. aircraft fleet; that annual growth rate for general aviation fuel consumption in Texas will be 3.1 percent; and that a large share of the new sport pilot licenses will belong to Texans. Continued expansion of the global market, technological advances, new aircraft manufacturers, the new light sport pilot license, and an increase in corporate aviation all support these optimistic though modest projections.

TASP Implementation Costs

The TASP development program is staged in 0 to 5-year, 6 to 10-year, and 11 to 20-year time frames. The capital improvements identified are those for developing each airport to fulfill the role specified by the TASP within 20 years. Implementation costs included in this document represent only the first five years of development for General Aviation airports. Cost estimates for improvements beyond this time frame are too unreliable.

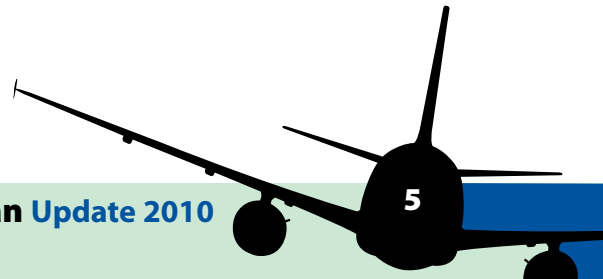
In 2002, the TASP reported an estimated cost of almost $500 million for the first five years of general aviation development. Today those projected costs have risen to over $1.1 billion. Projects to increase safety, preserve existing facilities, meet design standards, upgrade facilities to accommodate more demanding aircraft, and expansion to handle increased levels of activity are included in this estimate.

Fifty-five percent of these costs represent needs at Reliever airports and paving needs account for over half of the total budget.

Funding

A variety of financing tools must be considered in order to implement the TASP. While Commercial Service airports generate significant revenue to support their operations and maintenance, General Aviation airports have limited opportunity to generate self-sustaining revenue. TASP airports rely on public financing for capital improvements.

TxDOT administers the FAA Airport Improvement Program for General Aviation airports under the State Block Grant Program. These funds are derived from the Airport and Airway Trust Fund. The state of Texas continues to support general aviation facilities through state appropriations for the Aviation Facilities Development Plan.



The demonstrated needs of the system far exceed anticipated funding levels. In the first five years only 30 percent of those needs can realistically be met if funding continues at the current level. Texas remains one of 19 states that does not have a dedicated airport development fund.

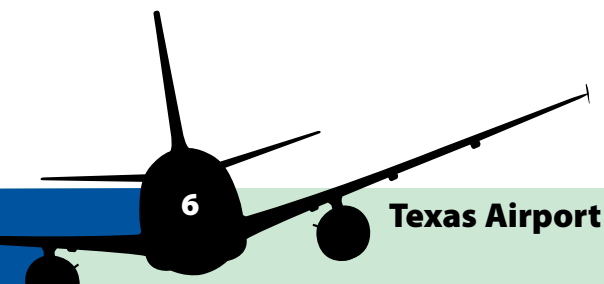
The Future of Texas Aviation

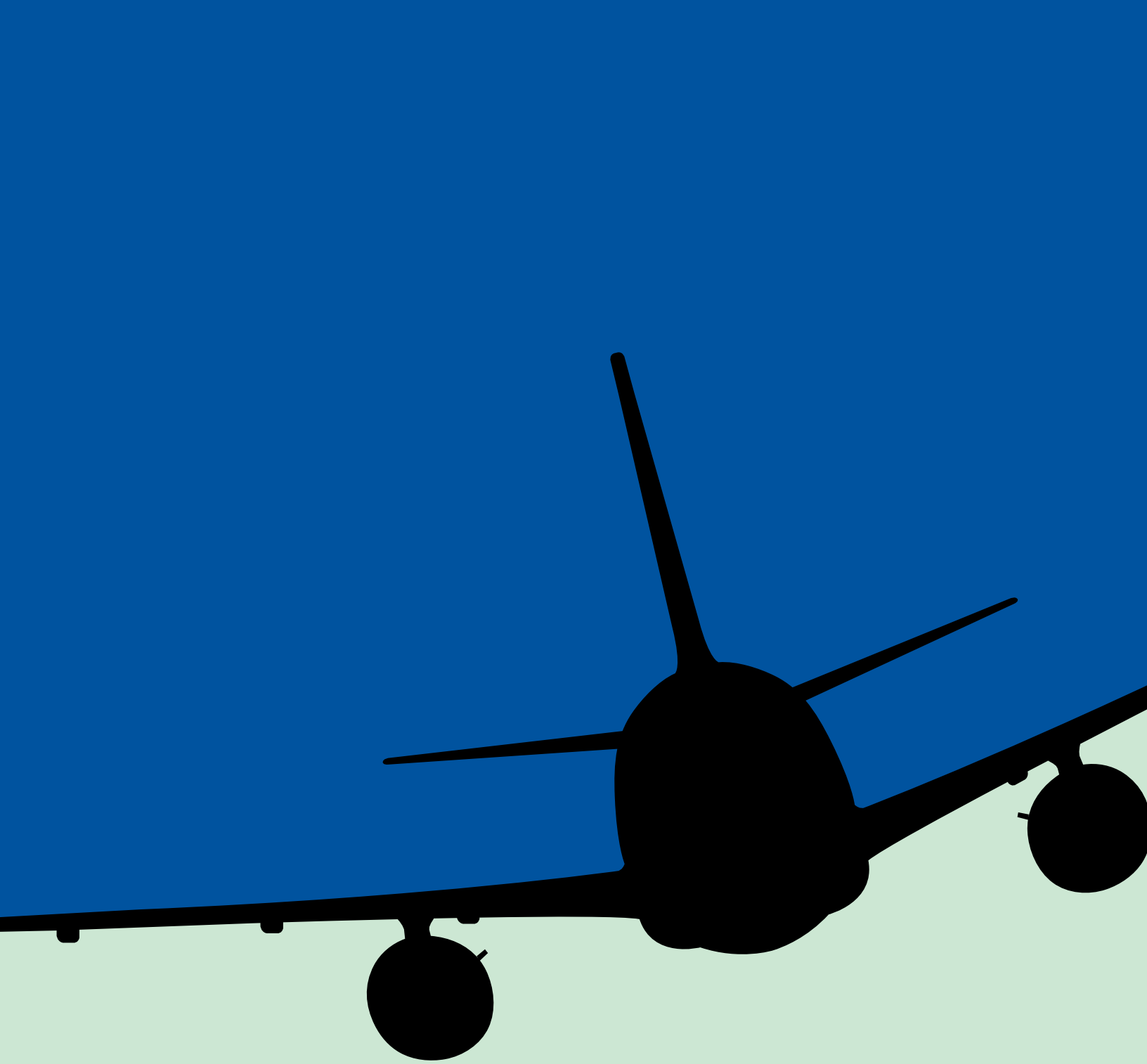
Despite an uncertain financial outlook for funding the development of the state airport system, aviation remains an integral component of the state's economy.

The geographic size of the state and the distances between population centers make air travel in Texas a necessity. In addition to serving the needs of decentralized industry and other businesses, aviation offers many opportunities for the development and diversification of the state's economy. Significant growth in international markets, particularly in Europe, Latin America, China and India, as well as increased trade with Mexico and Canada place an increased emphasis on facilities that will enable Texas to compete in the worldwide marketplace.

Dallas, Fort Worth and Houston will remain a center of aviation passenger demand, manufacturing and development. Texas' recovery from the current recession is reflected in its prominence in aviation, ranking among the top tier of states in virtually every aspect of aviation activity.

The possibilities for service to new markets by new aircraft for an expanding state economy certainly promise that the future of aviation in Texas will be exciting. The TASP represents the path leading to that development. The following pages outline the state airport system necessary to keep Texas on the route to a successful future.





THE TASP STRUCTURE

Introduction

The Texas Airport System Plan (TASP) identifies airports and heliports in the state that perform an essential role in the economic and social development of Texas. From approximately, 1,600 public and private landing sites, 292 airports and two heliports meet the requirements of the TASP.

The TASP minimizes duplication of facilities to concentrate public financial resources in these facilities. The planning process identifies capital improvement needs to provide a guide for the programming of federal and state financial assistance for airport development.

The following pages describe the TASP development process.

The Planning Process

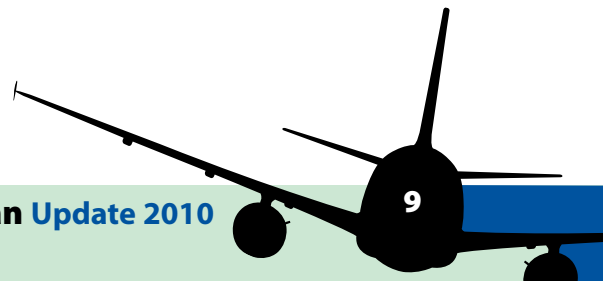
The Texas Airport System Plan (TASP) was established as the Texas Aeronautical Facilities Plan in 1970. This document updates the 2002 TASP.

Each year, Aviation Division planners meet with about one-third of the TASP airport sponsors and community leaders in Regional Planning Meetings. The products of the meetings are *development worksheets* for each TASP airport. The worksheets indicate the improvements required to accomplish and maintain the airport role within the TASP for an estimated 20-year planning period. Implementation costs are included in this summary document for only the first five years because of the difficulty predicting the longer-term costs. The FAA is responsible for supporting the development of Commercial Service airports, and these costs are not included in the TASP.

TASP System Goals and Objectives

The primary goals of the TASP are to develop a statewide airport system to provide adequate access by air to the population and economic activity centers of the state, and to provide timely development and maintenance of the airport system. Other goals include maximizing the economic benefit and return on investment to the state, local communities, counties and cities from development of the airport system, and integrating the airport system effectively with other transportation modes. Contributing to an efficient multimodal transportation system maximizes the opportunity for growth in international trade and travel, and minimizes adverse impacts on the environment.

To meet these goals, the TASP objectives are to provide air service based on level of services required throughout the state. These include providing airports that support scheduled commercial service within a 60-minute drive of population centers; support business jet activity within a 30-minute drive of population and mineral resource centers; and support single- and twin-engine piston-powered aircraft within a 30-minute drive of agricultural resource centers. Additional objectives are to provide adequate airport capacity to meet forecast demand, and providing an airport system developed to applicable federal and state planning and design standards.



Airport Service Level and Role Classification

Table 1 details the classification of TASP airports. There are five TASP service levels: Primary and Non-Primary Commercial Service airports, Relievers, General Aviation airports, and heliports.

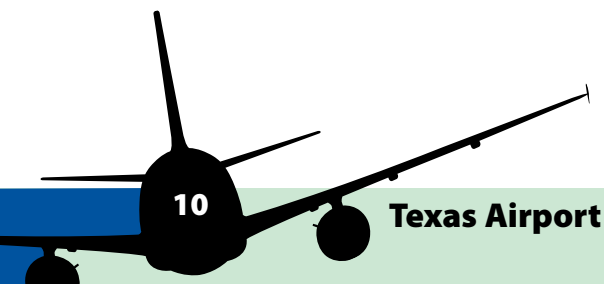
TABLE 1. TASP SERVICE LEVEL AND ROLE DESCRIPTION OF AIRPORTS

SERVICE LEVEL	AIRPORT ROLE	NUMBER IN TASP*	Description
Primary Commercial Service	Commercial Service	26	Supports scheduled passenger service by large and medium transport aircraft; enplanes at least 10,000 passengers annually.
Non-Primary Commercial Service	Commercial Service	1	Supports scheduled passenger service by smaller transport aircraft; enplanes fewer than 10,000 but more than 2,500 passengers annually.
Reliever	Reliever	24	Relieves congestion at Commercial Service airport by providing alternative general aviation facilities.
General Aviation	Business/ Corporate	67	Provides community access by business jets.
General Aviation	Community Service	106	Provides community access by single and light twin-engine aircraft, and a limited number of business jets.
General Aviation	Basic Service	68	Provides air access for communities less than 30 minutes drive from Commercial Service, Reliever, Business/Corporate, and Community Service airports; and/or supports essential but low level activity.
General Aviation	Heliport	2	Accommodates helicopters used by individuals, corporations and helicopter air taxi services. Scheduled passenger service may be available if sufficient demand exists.

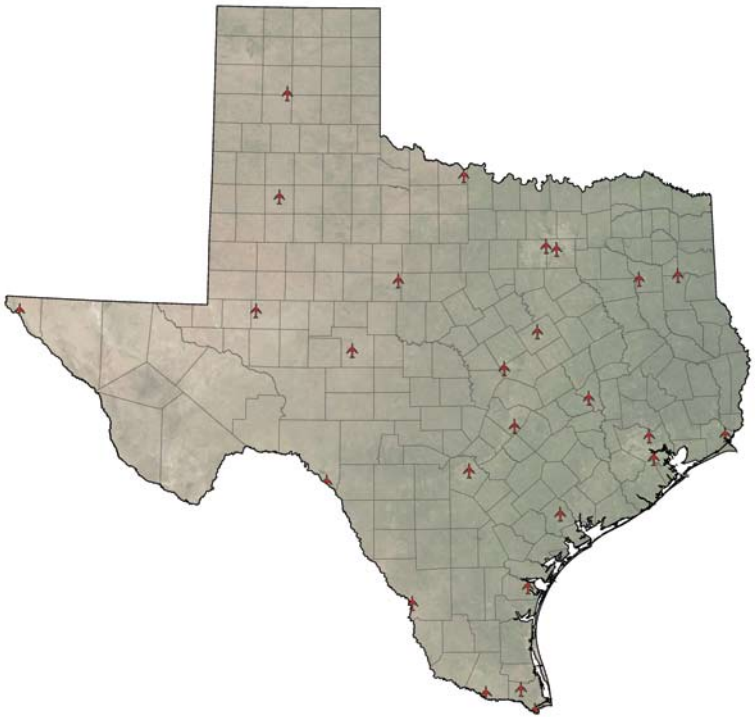
*Includes airports currently meeting standards plus those proposed to be upgraded or constructed to those standards in the next 20 years.
Source: Texas Department of Transportation, Aviation Division, 2010.

Primary and Non-Primary Commercial Service Airports

Commercial Service airports are those that offer scheduled service by major airlines (American, Delta, Continental, Southwest, etc.), national airlines (US Air, etc.) and regional airlines (American Eagle, SkyWest, etc.) There are 26 Primary Commercial Service airports in the TASP. The TASP also includes one Non-Primary Commercial Service airport.



An airport must record at least 10,000 annual passenger enplanements to be included in the TASP as a Primary Commercial Service airport. To be included as a Non-Primary Commercial Service airport, an airport must enplane at least 2,500 but less than 10,000 passengers annually. Because of economic and other considerations, smaller Commercial Service airports may fluctuate between primary and non-primary status. All of the Commercial Service airports provide access to business jets and commercial jet transport aircraft. Table 2 identifies the Primary and Non-Primary Commercial Service airports.



MAP 2. COMMERCIAL SERVICE AIRPORTS IN THE TASP

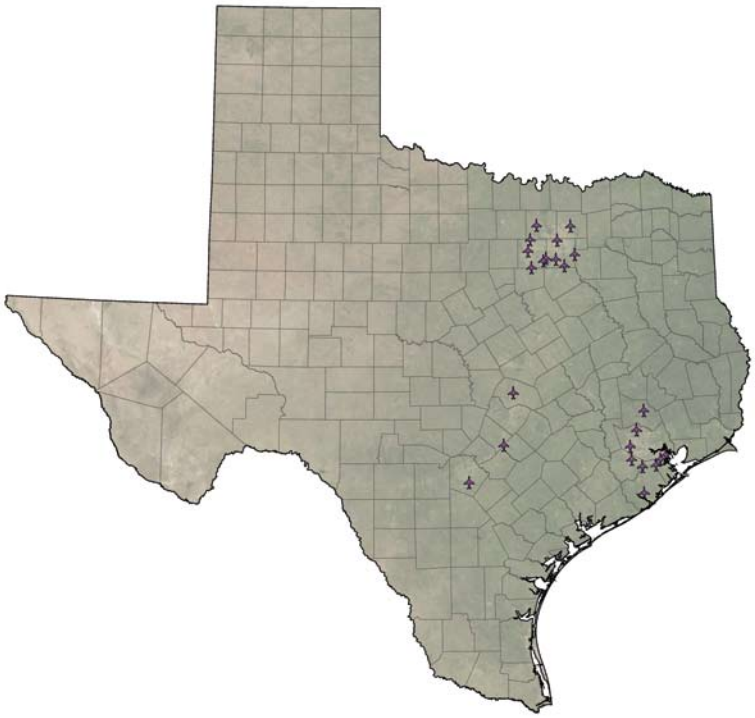
TABLE 2. PRIMARY AND NON-PRIMARY COMMERCIAL SERVICE AIRPORTS

ASSOCIATED CITY	Primary/ Non-Primary	AIRPORT NAME
Abilene	Primary	Abilene Regional
Amarillo	Primary	Rick Husband Amarillo International
Austin	Primary	Austin-Bergstrom International
Beaumont-Port Arthur	Primary	Southeast Texas Regional
Brownsville	Primary	Brownsville/South Padre Island International
College Station	Primary	Easterwood Field
Corpus Christi	Primary	Corpus Christi International
Dallas	Primary	Dallas Love Field
Dallas-Fort Worth	Primary	Dallas/Fort Worth International
Del Rio	Primary	Del Rio International
El Paso	Primary	El Paso International
Harlingen	Primary	Valley International
Houston	Primary	William P. Hobby
Houston	Primary	George Bush Intercontinental/Houston
Killeen	Primary	Robert Gray Army Air Field
Laredo	Primary	Laredo International
Longview	Primary	East Texas Regional
Lubbock	Primary	Lubbock Preston Smith International
McAllen	Primary	McAllen Miller International
Midland	Primary	Midland International
San Angelo	Primary	San Angelo Regional/Mathis Field
San Antonio	Primary	San Antonio International
Texarkana	Primary	Texarkana Regional
Tyler	Primary	Tyler Pounds Regional
Victoria	Non-Primary	Victoria Regional
Waco	Primary	Waco Regional
Wichita Falls	Primary	Sheppard AFB/Wichita Falls Municipal

Source: Texas Department of Transportation, Aviation Division, 2010.

Reliever Airports

Reliever airports are located within a major metropolitan area and provide alternative airport facilities for general aviation users to relieve congestion at the larger Commercial Service airports. There are 24 existing Reliever airports in the TASP as identified in Table 3. Reliever airports accommodate various classes of aircraft from large business jets to smaller piston aircraft with the purpose of diverting general aviation traffic from Commercial Service airports. Reliever airports have or must be forecast to have 100-based aircraft or 25,000 annual itinerant operations. Reliever airports generally serve population centers of 250,000 or more. These airports relieve Commercial Service airports operating at 60 percent capacity, all with at least 250,000 annual enplanements. Since 1982, the FAA has placed emphasis on the development of Reliever airports as a way to increase the national system capacity. This update of the TASP continues to reflect that emphasis.



MAP 3. RELIEVER AIRPORTS IN THE TASP

TABLE 3. RELIEVER AIRPORTS

ASSOCIATED METROPOLITAN AREA	AIRPORT NAME
Austin	Georgetown Municipal
	San Marcos Municipal
Dallas-Fort Worth	Arlington Municipal
	Addison Airport
	Denton Municipal
	Mesquite Metro
	Grand Prairie Municipal
	Lancaster Municipal
	Collin County Regional at Mc Kinney
	Dallas Executive
	Fort Worth Alliance
	Fort Worth Meacham International
	Fort Worth Spinks
Houston	Brazoria County
	David Wayne Hooks Memorial
	La Porte Municipal
	Pearland Regional
	Lone Star Executive
	Sugar Land Regional
	West Houston
	Ellington Field
	Houston-Southwest
Galveston	Scholes Field International at Galveston
San Antonio *	Stinson Municipal
	San Marcos Municipal

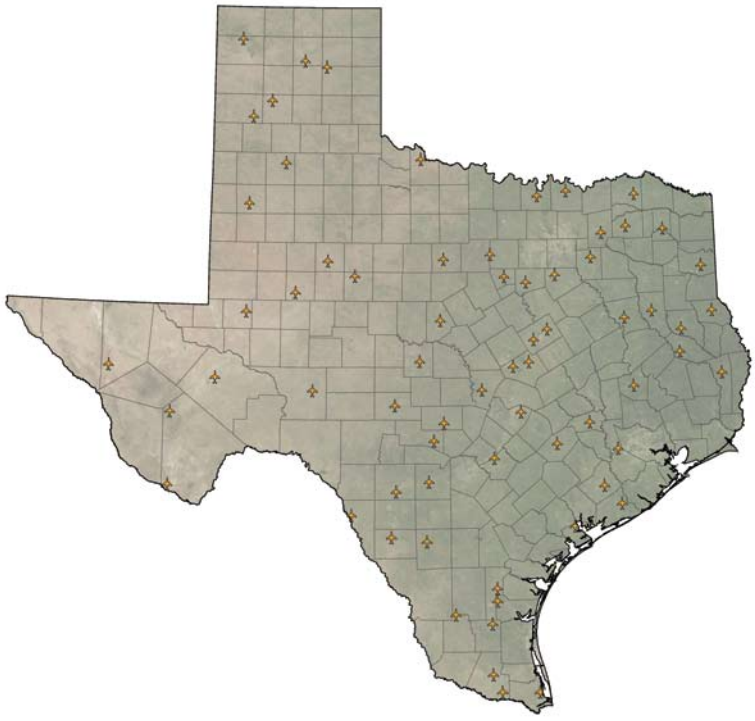
Source: Texas Department of Transportation, Aviation Division, 2010

General Aviation Airports

General aviation consists of all aircraft operations that are not scheduled commercial service or military. The airports that serve this segment of aviation represent the majority of the facilities included in the TASP. General Aviation airports are the principle means of meeting the TASP goal of providing air access to widely dispersed economic activity centers of the state.

The TASP classifies airports according to the roles performed in providing essential access. The previous TASP classified airports as Transport, General Utility, and Basic Utility. For this update, a descriptive nomenclature more relative to the functionality of the airport is used. The following describes the role classifications of Business/Corporate, Community Service and Basic Service.

Business/Corporate airports provide access to turboprop and turbojet business aircraft and are located where there is sufficient population or economic activity to support a moderate to high level of business jet activity and/or to provide capacity in metropolitan areas. Business/Corporate airports serve communities located more than 30 minutes from the nearest Commercial Service or Reliever airport. These airports are generally located 25 miles from other Business/Corporate airports and serve an area of concentrated population, purchasing power, or mineral production. Each have or are forecasted to have 500 or more annual Business/Corporate aircraft operations within five years, or have two permanently based jets. Some of these airports may be located within 25 miles of a significant national recreation or preservation area. There are 67 general aviation Business/Corporate airports in the TASP.



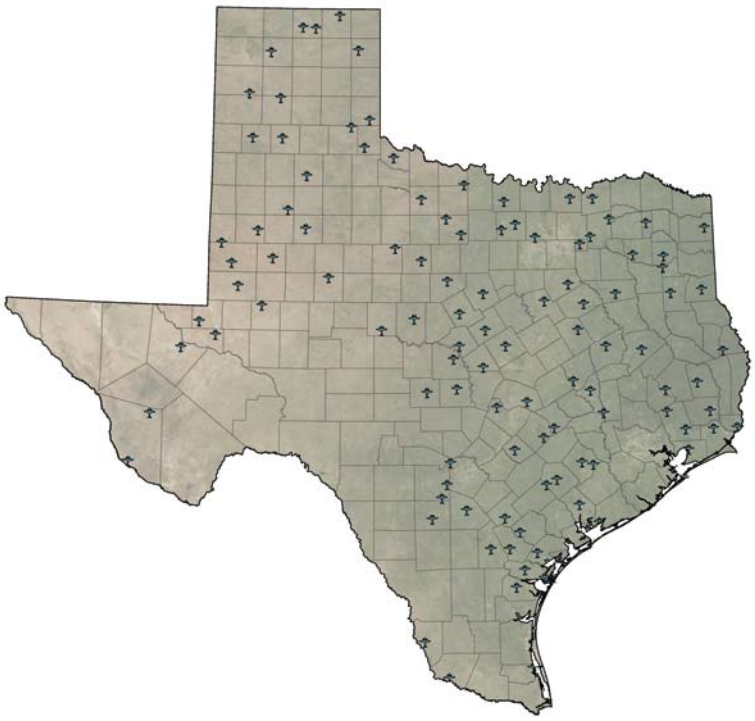
MAP 4. BUSINESS/CORPORATE AIRPORTS IN THE TASP

The TASP Structure

Service areas containing an average population of 10,000 and generating approximately $100 million annually in agricultural production, mineral production, or local economic activity will frequently attract economic activity requiring business jet service. However, at least 500 annual business jet operations are normally necessary to support the facilities associated with a Business/Corporate airport.

Community Service airports provide primary business access to smaller communities throughout the state, add capacity in many of the metropolitan areas, and provide access to agricultural and mineral production areas. Community Service airports are generally located within a 30-minute drive from a Business/Corporate, Reliever or Commercial Service airport. Each of these airports have or are forecasted to have 20-based aircraft, or 6,000 annual operations within five years. Many are located within 25 miles of a significant national recreation or preservation area.

All Community Service airports will accommodate single and light twin piston-engine aircraft. Sufficient activity exists at many of these locations to justify maintenance or upgrading to standards for turboprop and business jet use.



MAP 5. COMMUNITY SERVICE AIRPORTS IN THE TASP

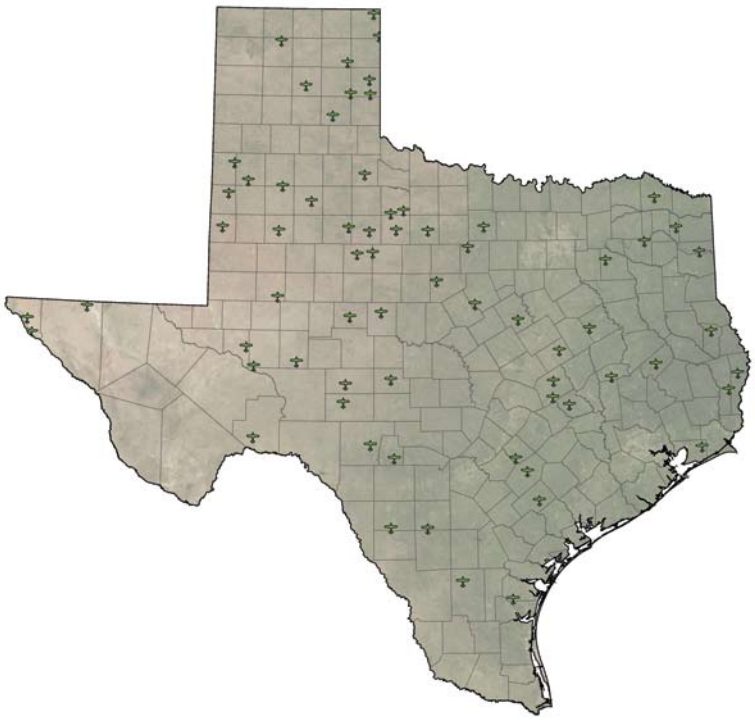
There are 106 Community Service airports included in the TASP. The TASP includes four new airports as shown in Table 4. These new airports will provide new access to communities or expand capacity and are planned for construction within the next 0-5 years or 6-10 years.

TABLE 4. NEW SYSTEM AIRPORTS

SERVICE LEVEL	AIRPORT	PERIOD	PURPOSE
General Aviation	Bexar County	6 - 10	Additional Capacity
	Randall County	0 - 5	New Access
	Mills County	under construction	New Access
	Leon County	0 - 5	New Access

Source: Texas Department of Transportation, Aviation Division, 2010

Basic Service airports are located within the service area of Commercial Service, Reliever, Business/ Corporate or Community Service airports or may be located in remote areas of the state. These airports typically have very low usage, and provide additional convenience for clear weather flying and training operations. Many Basic Service airports cannot expand to meet the size and instrument approach standards to support business access and may represent the only public landing site for many miles.



MAP 6. BASIC SERVICE AIRPORTS IN THE TASP

General Aviation Heliports

General Aviation heliports accommodate helicopters used by individuals, corporations, and helicopter taxi and medical services. Scheduled passenger service may be available if sufficient demand exists. There are three general aviation TASP heliports, two existing and one planned for future development, a public use helipad in Gray County.

Airport Functional Categories

In addition to service level and role, the TASP defines nine functional categories related specifically to the type of use that the airport receives or is expected to receive.

The role of the airport influences the design and the type of aircraft it can accommodate. Similarly, the main functional use of the airport further determines what features must be in place to meet the needs of the users and the community. Sixty percent of the primary use of an airport determines the assigned functional category. The following is a description of the nine functional categories used to define airport features.

Commercial

These airports are publicly owned and receive scheduled passenger service with boardings exceeding 2,500 passengers.

Reliever

These airports relieve congestion at large Commercial Service airports and increase access to general aviation in the community. Several airports in the TASP serve the function of a reliever facility although they have not been recognized or designated as such by the FAA.

Regional

These airports support higher performance aircraft than the surrounding smaller general aviation facilities and are the focal point of aviation activity for the largest population center. These facilities may have periodic commuter or charter service. The airside facilities should provide the best technology possible for weather, approach minimums and approach aids.

Multipurpose

These airports support diversified operations. The general criteria used for airport roles are adequate for planning purposes; however, special features may be required to meet the needs of specific users.

Industrial

This functional category describes the type of businesses associated with the airport, particularly those that are aviation-related. The itinerant traffic is specifically there to conduct business with a tenant or industry based at or near the airport. Visitors may not have a need for access or conduct business within the community, but associated transactions support the local economy and tax revenue base. The total operations, exclusive of the industrial activity, justify the need for a terminal or meeting facility. The airside facilities should provide the best technology possible for weather, approach minimums and approach aids.

Special Use

This functional category includes airports that are used seasonally for tourism, hunting or other recreational purposes. Many of these rural airports are located near significant parks, lakes or provide access to various types of hunting. The operations at these sites are typically low, but provide a significant contribution to the local economy.

Agricultural

This functional category includes airports that serve areas of intense agricultural production. Agricultural spraying services are required to support production capability within many small communities. The

design standards of these General Aviation airports specifically relate to the needs of agricultural operators. Terminal facilities and runway lights may not be necessary. Agricultural activities may occur at a variety of facilities and the special needs of this type of activity, including use of chemicals and traffic patterns, may require additional features for safe operations. Additional roads may be necessary to provide access for chemical trucks and to prevent truck traffic on aircraft aprons. Segregated agricultural aprons may need to be constructed.

Remote

This functional category includes airports serving remote areas. Many rural communities are separated by more than 100 or more miles from other rural populations. This is frequently true in West and South Texas. Many typical rural activities such as ranching and oil production require access to these communities by air. In addition, emergency access by air is essential to remote communities.

Access

This functional category includes airports that provide minimal service to the community. Access airports are eligible to receive minimal funding for preservation, and are not likely to receive funds for replacement.

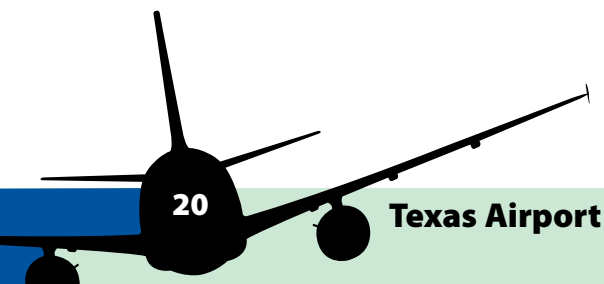


Table 5 provides a summary of the TASP airports by functional category.

TABLE 5. SUMMARY OF TASP AIRPORTS BY FUNCTIONAL CATEGORY

FUNCTIONAL CATEGORY	ROLE						
	COMMERCIAL SERVICE	RELIEVER	BUSINESS/ CORPORATE	COMMUNITY SERVICE	BASIC SERVICE	HELIPORT	TOTAL
COMMERCIAL	27						27
RELIEVER		24					24
REGIONAL			37	4			41
MULTIPURPOSE			18	90	25		134
INDUSTRIAL			5	1			6
AGRICULTURAL				6	12		18
SPECIAL			6	3	2	2	13
REMOTE			1	1	3		5
ACCESS				1	26		27
TOTAL	**27**	**24**	**67**	**106**	**68**	**2**	**294**

Source: Texas Department of Transportation, Aviation Division, 2010.

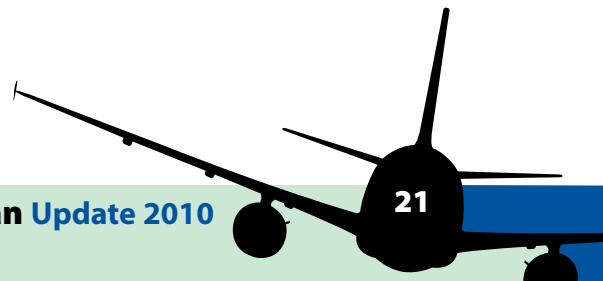
Airport Design Standards

Within each role classification of airports, the TASP identifies a range of design standards to accommodate the types of aircraft that will use the facility. TASP airport design standards are adapted from the FAA Advisory Circulars and utilize the Airport Reference Code (ARC), which is based on approach speed and wingspan.

An airport role classification is based on the type of service the airport provides, as described in the preceding section. The airport design standard is then determined by the type of aircraft currently using or forecast to use the facility. Table 6 lists TASP airport minimum design standards.

Primary Commercial Service airports are designed to serve the larger jet transport aircraft used by the scheduled commercial service airlines, especially those operating aircraft with 60 or more seats (Part 121 certificate), and accommodate aircraft with ARCs up to D-VI. Non-Primary Commercial Service airports accommodate the smaller jet and turboprop aircraft used by regional carriers, which fly aircraft seating fewer than 60 passengers (Part 135 operations). Typical ARCs are C-IV and D-IV.

There are no design standards specifically for Reliever airports. Reliever airports can be designed to accommodate a variety of aircraft based on the specific role performed in the TASP. Typical Reliever ARCs are C-II and D-II.



Among the General Aviation airports, Business/Corporate facilities will handle the largest business jets as well as all turboprop aircraft, and are developed to ARC C-II and D-II standards. Community Service airports are developed to ARC B-II and C-I standards and can accommodate light twin-engine turboprop aircraft, as well as some of the smaller business jets that can utilize the shorter and narrower runways of Community Service airports. The largest aircraft served by Basic Service airports (ARC B-I) are light twin-engine piston aircraft.

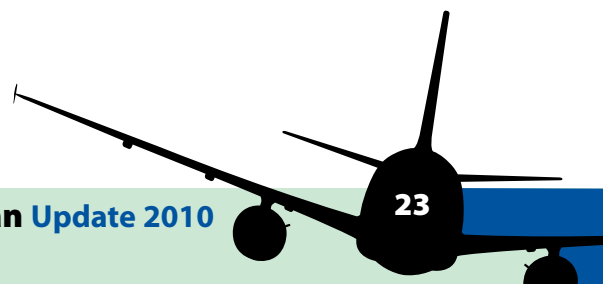
The ARC B-II design standard shown in Table 6 refers to runways up to 75 feet wide. These runways are adequate for smaller business jet aircraft but not the largest Business/Corporate aircraft.

The remainder of this report examines the forecasts of state aviation activity and the cost of the airport improvements identified in the TASP to accommodate that activity. The final section discusses the availability of federal and state financial assistance for airport improvement and the implications these aid programs might have on the eventual implementation of the TASP.

TABLE 6. TASP MINIMUM DESIGN STANDARDS

	COMMERCIAL SERVICE		GENERAL AVIATION		
	PRIMARY	NON-PRIMARY	BUSINESS/CORPORATE	COMMUNITY SERVICE	BASIC SERVICE
AIRPORT DESIGN					
	ARC C-II thru C-IV, D-II thru D-VI	ARC B-II, C-II thru C-IV, D-II thru D-IV	ARC B-II, C-II thru C-IV, D-II thru D-IV	ARC B-I, B-II	ARC A-I, B-I
DESIGN AIRCRAFT					
	Heavy Transport	Light transport, business jet	Business jet	Light twin, turboprop, light business jet	Light twin and single piston
MINIMUM LAND REQUIREMENTS					
Runway Safety Area		136 acres	136 acres	62 or 40 acres	36 acres
Runway Protection Zone	as required by hub size	160 acres	160 acres	60 or 50 acres	25 acres
Landside Development		24 acres	24 acres	24 or 12 acres	12 acres
RUNWAYS					
-length *		5,000'	5,000'	5,000' or 4,000'	3,200'
-width	as required by critical aircraft	100'	100'	75' or 60'	60'
-strength **		30,000 lb.	30,000 lb.	30,000 lb. or 12,500 lb.	12,500 lb.
-lighting ***	HIRL	MIRL	MIRL	MIRL	MIRL
TAXIWAYS					
-type	Full parallel	Full parallel	Full parallel	Full or partial parallel	Stub taxiway to apron, Runway turnarounds
APPROACH					
-type	Precision	Precision	Non-precision	Non-precision	Visual
-visibility minimums	200' - ½ mile	200' - ½ mile	250' – ¾ mile LPV	400' – 1 mile LPV	Not applicable
SERVICES					
	Full range	Full range	Terminal, restrooms, telephone, avgas, Jet A, attended 18 hrs.	Terminal, restrooms, telephone, avgas, Jet A, attended 16 hrs.	Telephone

* Runway length is for sea level and would increase at higher altitudes; see AC 150/5300-13 and 150/5325-4.
** Single-wheel landing gear.
*** High (H), Medium (M) and Low (L) Intensity Runway Lighting.
Source: Texas Department of Transportation, Aviation Division, 2010.



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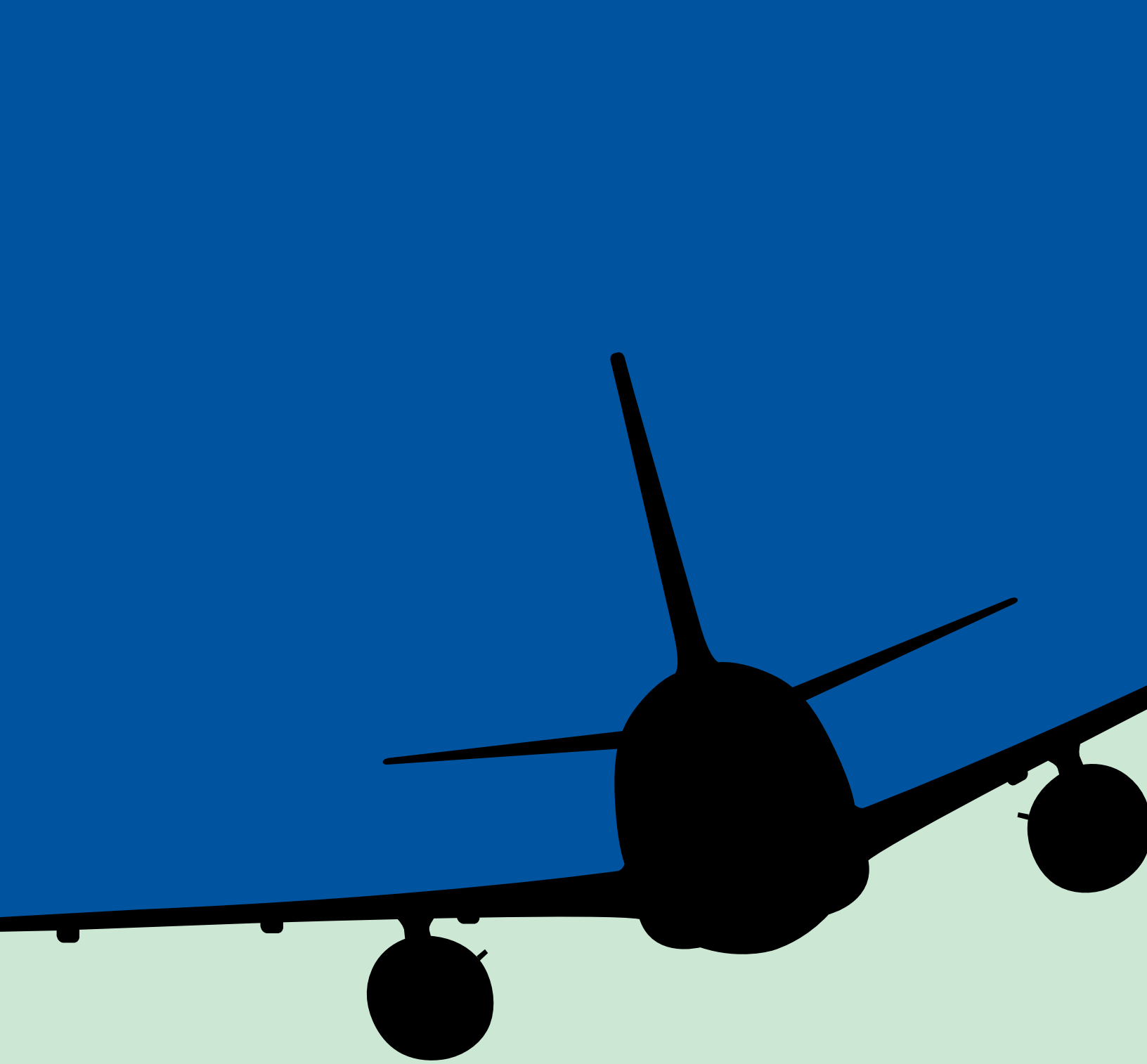


AVIATION ACTIVITY FORECASTS

The State Economy

The overall health of the air transportation industry is closely linked to the health of the national economy, and within Texas, to the health of the Texas economy. The first part of this section provides an overview of how the Texas economy has been performing relative to the national economy. Since several of the forecasts provided later in this section are based on Texas' share of a national forecast, it is important to understand how Texas is expected to grow with respect to the nation as a whole.

Figures 1-4 show the fluctuations in the Texas economy during the 1990s and through 2007. During the period 1990 to 2007, the Texas gross state product, shown in Figure 1, grew at a faster rate than the national gross domestic product with 2003 and 2005 being the lone exceptions. The Texas Comptroller of Public Accounts forecasts that Texas will continue to grow at levels slightly higher than the nation as a whole through 2035. Texas' share of the U.S. economy ranges from 7.84 percent in 2007 to a forecasted 9.63 percent in 2035.

Growth rates for Texan's personal income, shown in Figure 2, was also higher than U.S. growth rates for each year during the period 1991 to 2007 except for 2002. Personal income is forecast to continue to grow at rates slightly faster than the nation through 2035. Texas' share of personal income was 7.67 percent of the U.S. total in 2007 and it is forecast to be 5.62 percent in 2035. This share increase is in some part due to the idea that population growth in Texas expected to increase at a rate faster than that of the country as a whole.

The state's population, shown in Figure 3, grew solidly from 1991 thru 2007 and, in some years, approached and/or exceeded rates twice that of the nation. This general trend is expected to continue

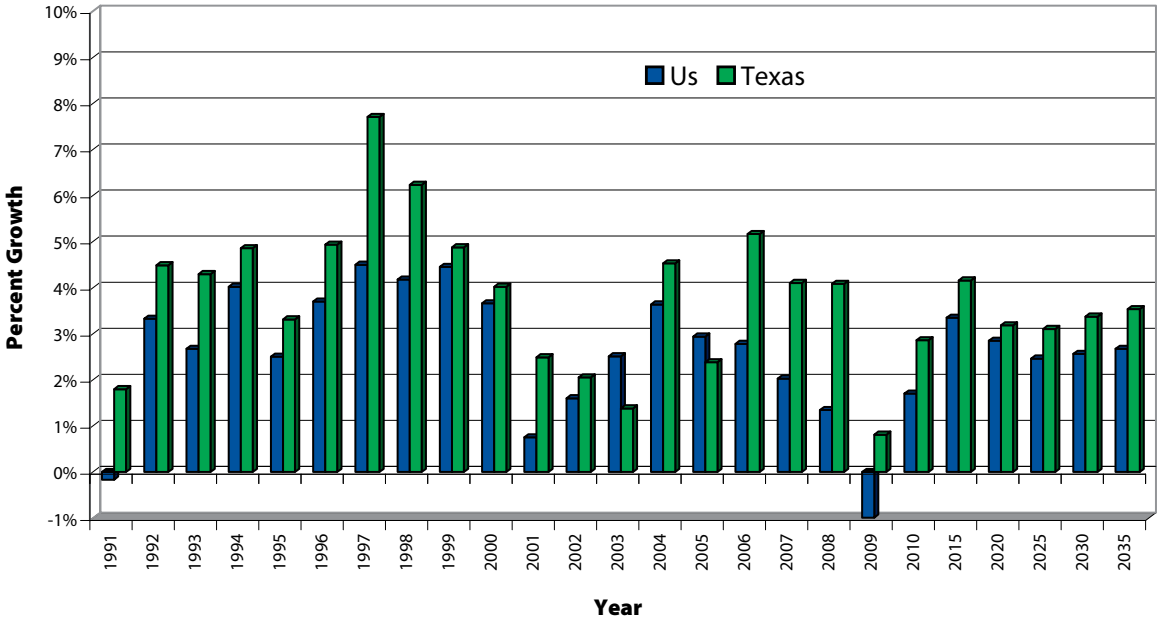
for the next few years before tapering off after 2011. Growth rates exceeding those of the nation are expected through 2035. In 2007, the state population was 7.92 percent of the U.S. population. By 2035, it is expected to increase to 10.57 percent of the nation's population.

Texas' nonagricultural employment, shown in Figure 4, increased each year from 1991 to 2007 with the exception of 2002 and 2003 when it dropped 1.13 percent and 0.26 percent, respectively. This growth occurred at a rate faster than that of the U.S. in every year except two, 1999 and 2003. For these two years, there was only a slight difference. Texas' nonagricultural employment was 7.53 percent of U.S. employment in 2007. This is expected to grow to 9.75 percent of the U.S. total in 2035. As with personal income levels, this is in part due to the population growth that is expected to occur in the state.

The Texas and national economies demonstrated solid growth throughout the 1990s to 2007 with Texas growing at rates above the national rates. These trends are forecast to continue for the near future. Using 2008 data, if Texas were a country, its economy would rank 12th in the world according to the Comptroller of Public Accounts. The Texas economy is robust with employment, income, and population growing at healthy rates. All of this points to solid growth in the air transportation sector as well.

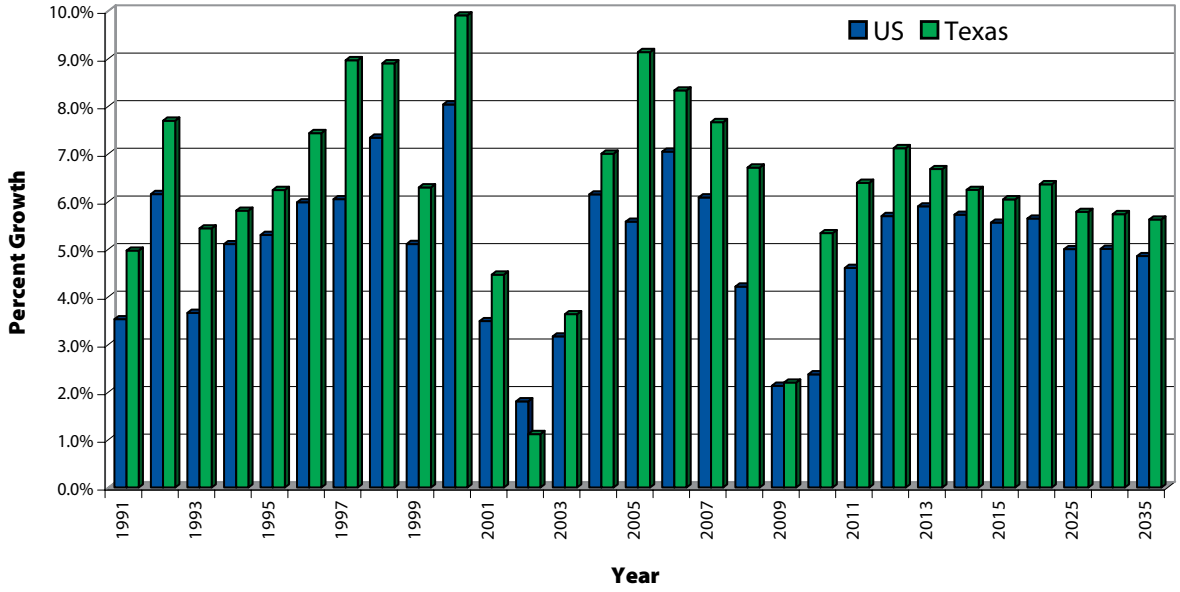
Looking ahead, Texas is poised for economic growth that exceeds that of the U.S. It is also expected to continue its role of leading the way in international trade. For seven years running, Texas has ranked first in export revenues. In addition, the state's two largest airports, Dallas-Fort Worth International and George Bush Intercontinental in Houston serve as major hubs both domestically and internationally. In 2008, Dallas-Fort Worth International and George Bush Intercontinental in Houston ranked 7th and 16th in the world for passengers served. While the state and country rebounded from the economic weakness displayed from 2000 to 2003, the forecasts of these key economic indicators show that the recession that began in late 2008 continues to impact the economy. As can be seen in the indicators shown in Figures 1 through 4, economic recovery is expected to start in 2010. Although the air transportation industry and the country as a whole are currently experiencing difficult times, the forecasts hold out hope for a recovery in the coming year and are positive signs for the industry and nation.

FIGURE 1. GROSS STATE/NATIONAL PRODUCT GROWTH RATES



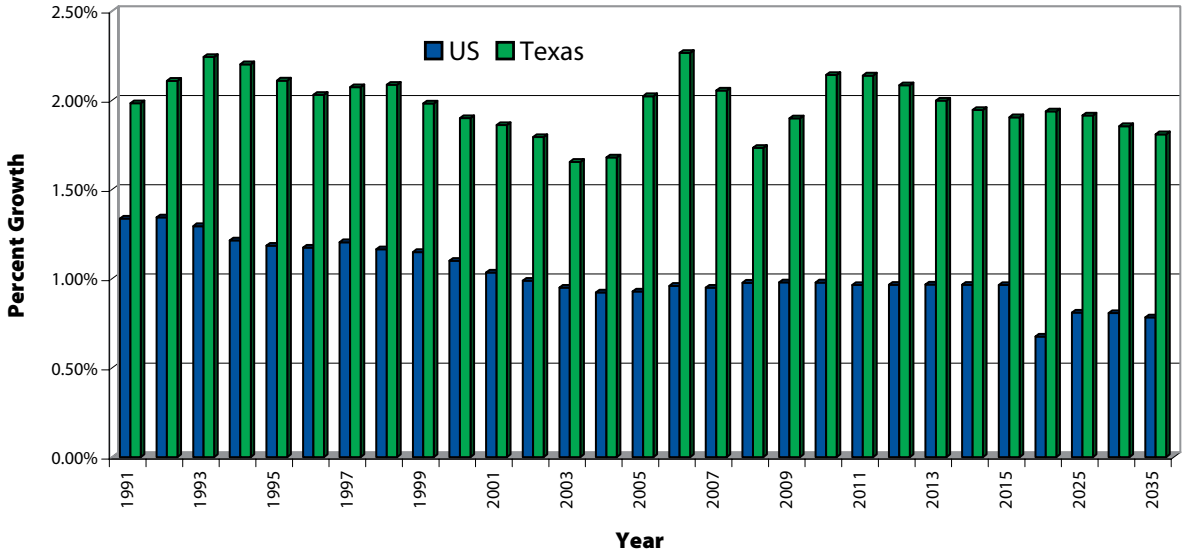
Source: Texas Comptroller of Public Accounts and HIS Global Insight, Inc.

FIGURE 2. PERSONAL INCOME GROWTH RATES



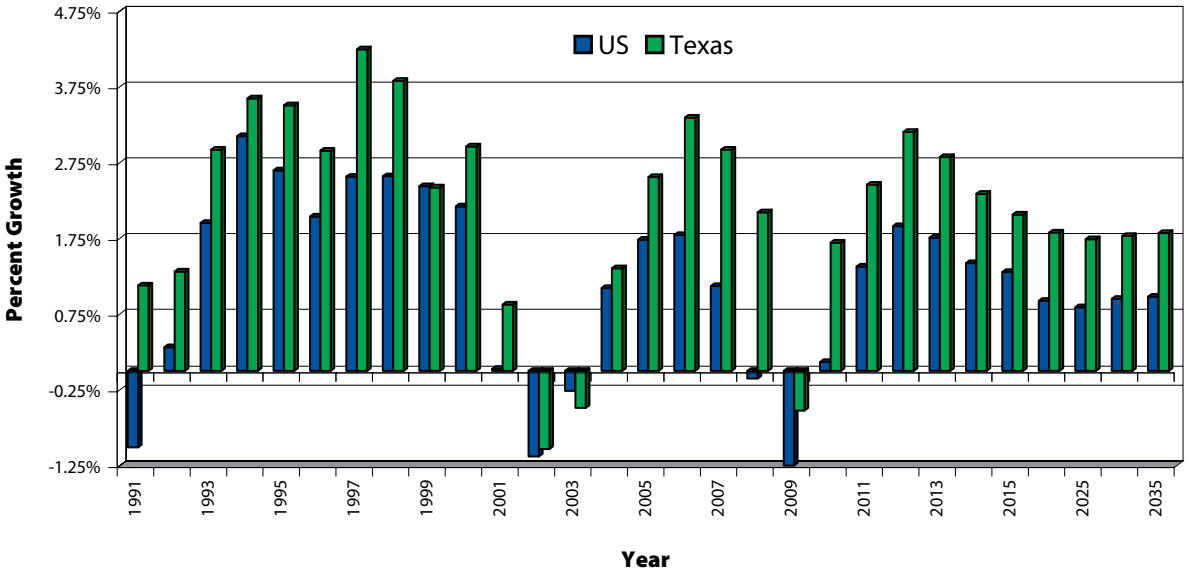
Source: Texas Comptroller of Public Accounts.

FIGURE 3. POPULATION GROWTH RATES



Source: Texas Comptroller of Public Accounts.

FIGURE 4. NON-AGRICULTURAL EMPLOYMENT GROWTH RATES

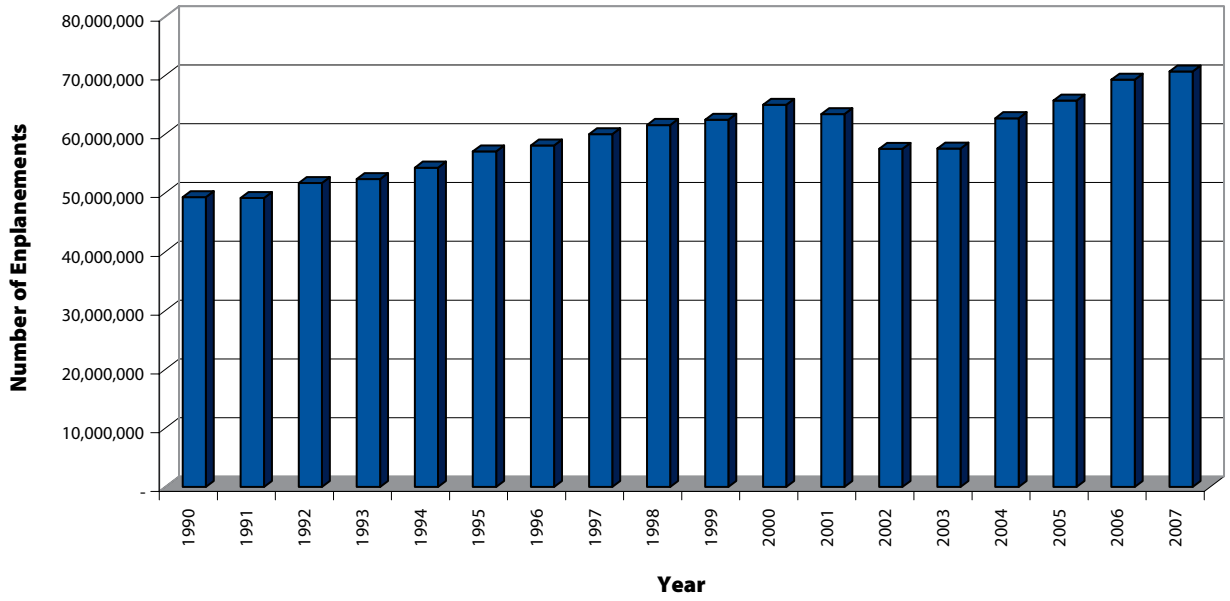


Source: Texas Comptroller of Public Accounts.

The Effect of the Economy on Aviation

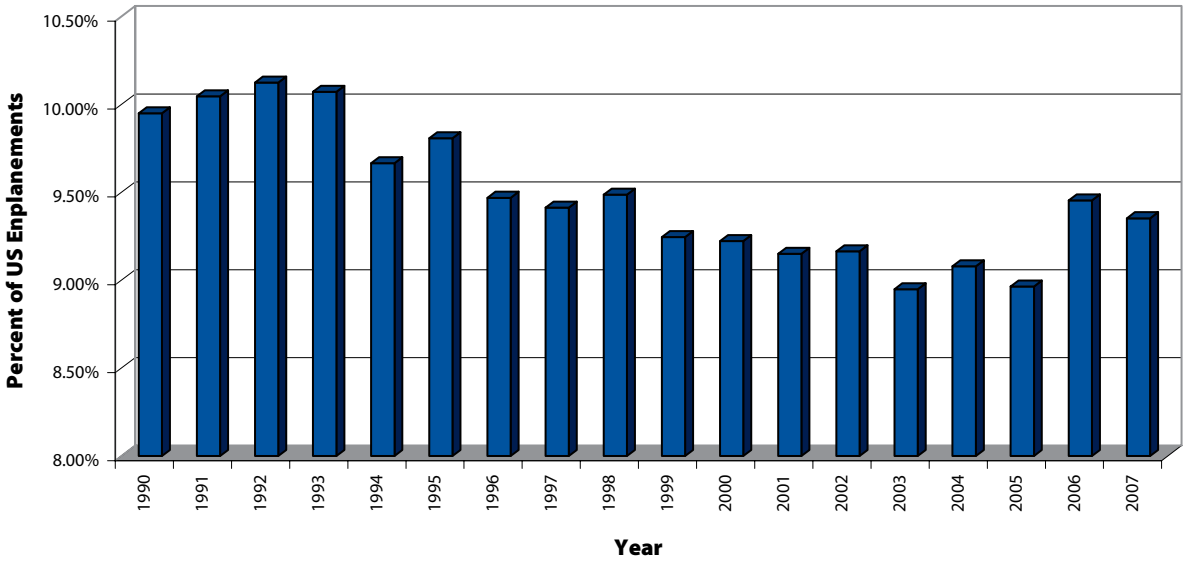
The expansion of the global economy since 1990 has had a major impact on the demand for commercial aviation services. Figures 5 and 6 show the number of passenger enplanements and Texas' percentage of U.S. enplanements, respectively, at Texas Commercial Service airports from 1990 to 2007. The number of enplanements grew steadily from 1990 to 2000 before falling off due to events related to the terrorist attacks of September 11, 2001. This was followed by an economic downturn indicated by drops in some economic indicators. The economic difficulties of the airlines and the industry as a whole were compounded by the SARS (Severe Acute Respiratory Syndrome) epidemic and the high fuel prices that airlines continue to endure through 2008. Airline activity and economic activity both began to recover in 2004 and passenger enplanements exceeded pre-9/11 levels in 2005 and continued to increase in 2006 and 2007. Figure 6 shows the decline in Texas' share of enplanements as a percentage of all enplanements. Currently, this share is at 9.35 percent down from over 10 percent in the early 1990s but up from below 9.0 in 2005. Texas, with 7.84 percent of the U.S. gross domestic product, 7.67 percent of the personal income, and 7.92 of the population, has 9.35 percent of the nation's passenger enplanements. Texas continues to be an above average user of commercial aviation.

FIGURE 5. TEXAS AIR CARRIER ENPLANEMENTS



Source: FAA APO Terminal Area Forecast Summary Report – 2008 Scenario.

FIGURE 6. TEXAS AIR CARRIER ENPLANEMENTS (PERCENTAGE OF U.S.)



Source: FAA APO Terminal Area Forecast Summary Report – 2008 Scenario.

The impact of the U.S. and Texas economies on general aviation has been steady since 1999. Figure 7 shows that the number of hours flown by general aviation aircraft registered in Texas ranged from nearly 3,000,000 in 2000 to a low of slightly more than 2,000,000 in 2002. Despite these fluctuations, general aviation hours flown is expected to grow in the next few years. This appears to be the case already as the downward trend was reversed in 2007. Texas' share of the U.S. general aviation hours flown has also fluctuated since 1999 as shown in Figure 8. With a 2007 share of U.S. hours of about 8.80 percent, Texans' usage of general aviation is higher than its 7.92 percent share of the U.S. population.

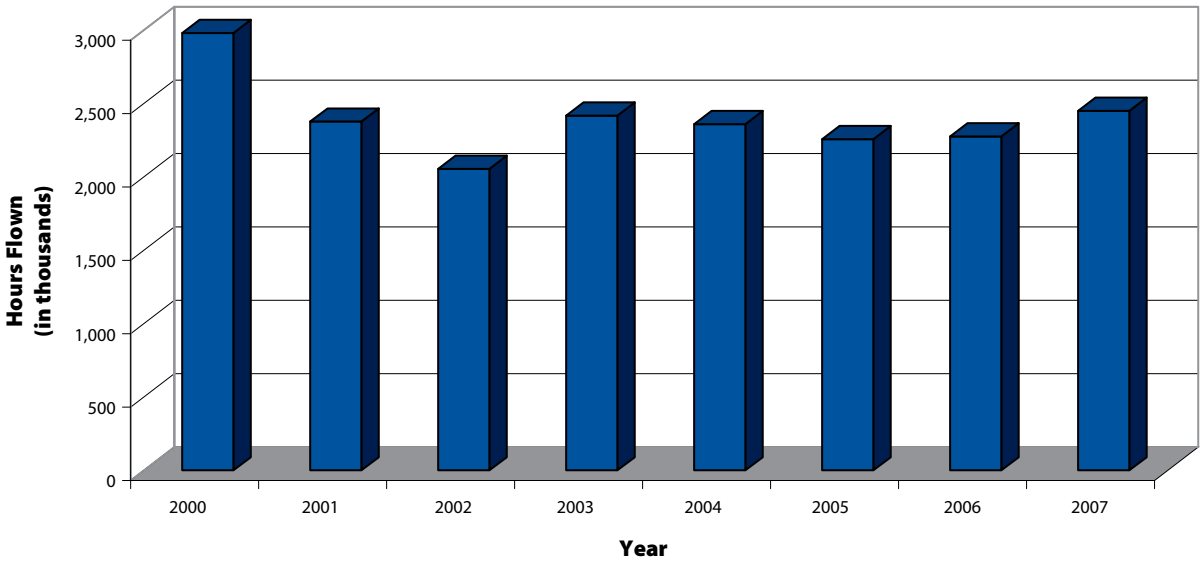
Another important activity indicator is the trend in general aviation aircraft shipments shown in Figures 9 and 10. Shipments of turbine aircraft (turboprop and turbojet) ended their general downward trend in 1992 and have increased since that time but not without experiencing some fluctuations. More recently, these shipments peaked in 2001 before experiencing another drop-off. This decline was reversed as shipments increased from 2004 thru 2008 when shipments reached the highest levels since 1981 (1,307 turbine aircraft shipped). It should be noted that, in 1981, significantly more turboprop aircraft were delivered than turbojet. Today, that trend is exactly opposite.

Turbine activity increased following September 11, 2001, as general aviation became a more viable way to travel as new security measures began to hinder commercial aviation. This, along with the advent of fractional ownership programs and a new array of turbine aircraft on the market fueled the demand for high-end general aviation aircraft. This general trend is expected to continue but not necessarily without fluctuations along the way. The national and global economic slowdowns and the recent challenges associated with the negative perceptions of business jet travel will likely have some impact as corporations reduce their business jet travel. However, corporate use of General Aviation is a valuable and efficient tool and its use is expected to increase as economic conditions improve.

The large influx of Very Light Jets (VLJs) has yet to fully materialize across the country but several models are expected to be utilized by companies and individuals. These very light jets that are beginning to hit the marketplace offer users turbine aircraft at a much more affordable level than ever before. These types of aircraft are anticipated being used primarily by corporations and wealthy individuals. Additionally, some air taxi operators still hold out hope for utilizing these types of aircraft despite recent failed attempts and difficult economic circumstances.

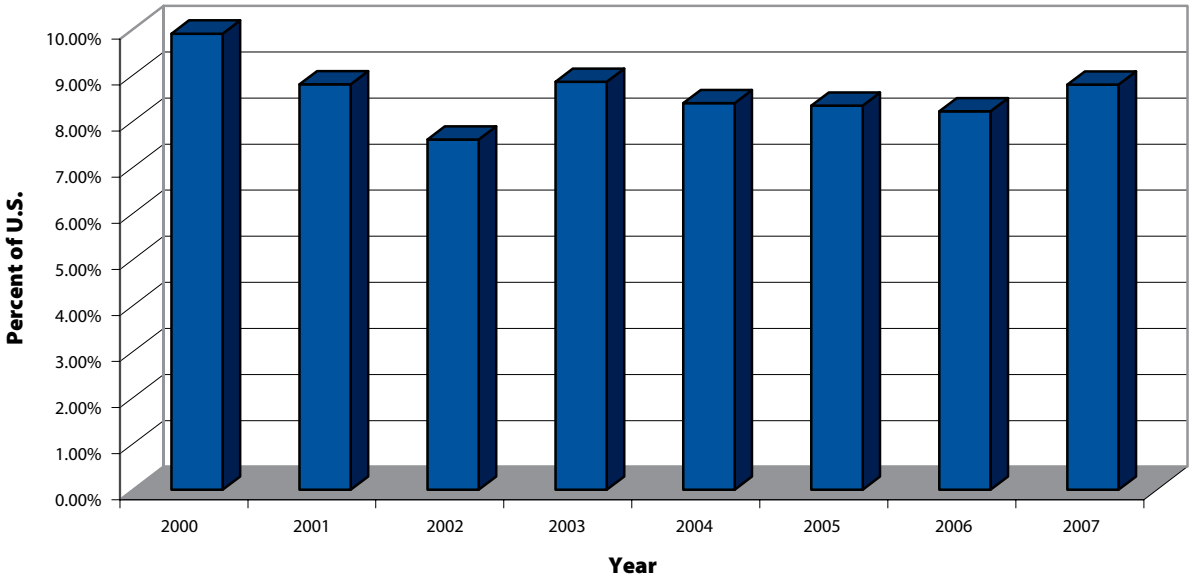
Shipments of single-engine and multi-engine piston-powered aircraft declined from 1980 to 1994 but recovered significantly in the years that followed. The vast majority of piston shipments are single-engine aircraft which increased from 444 aircraft in 1994 to 1,700 in 2008. Multi-engine shipments were 55 in 1994 and 91 in 2008. As shown in Figures 9 and 10, both of these categories have seen shipments fall from more recent highs. Since 1994 single-engine aircraft shipments peaked in 2006 with 2,208 while multi-engine shipments peaked in 2001 with 147 aircraft. These are the types of aircraft typically owned by small businesses and by individuals. In 1995, the sale of piston-powered aircraft began to increase in part due to changes following the 1994 General Aviation Revitalization Act.

FIGURE 7. TEXAS GENERAL AVIATION HOURS FLOWN



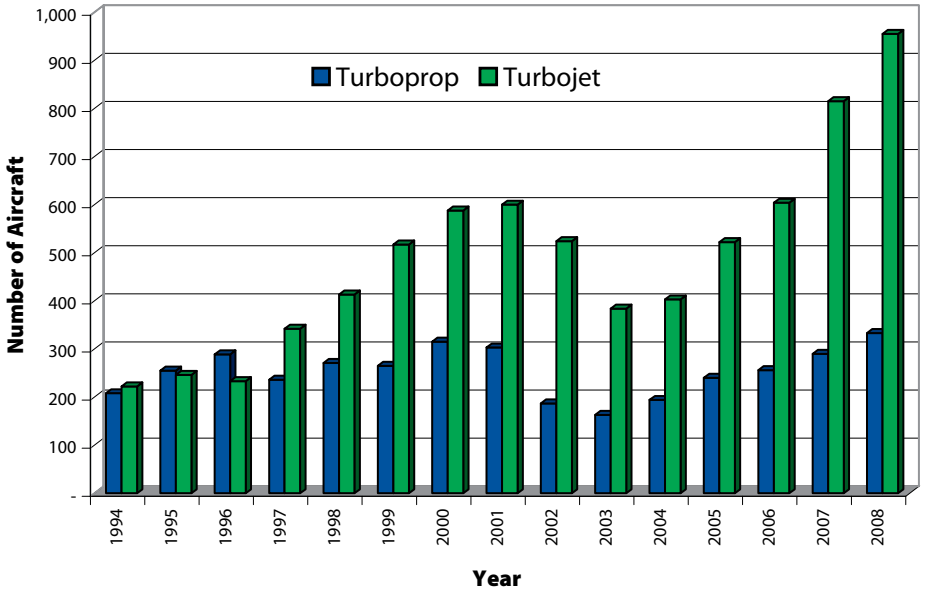
Source: FAA General Aviation and Air Taxi Surveys.

FIGURE 8. TEXAS GENERAL AVIATION HOURS FLOWN (PERCENTAGE OF U.S.)



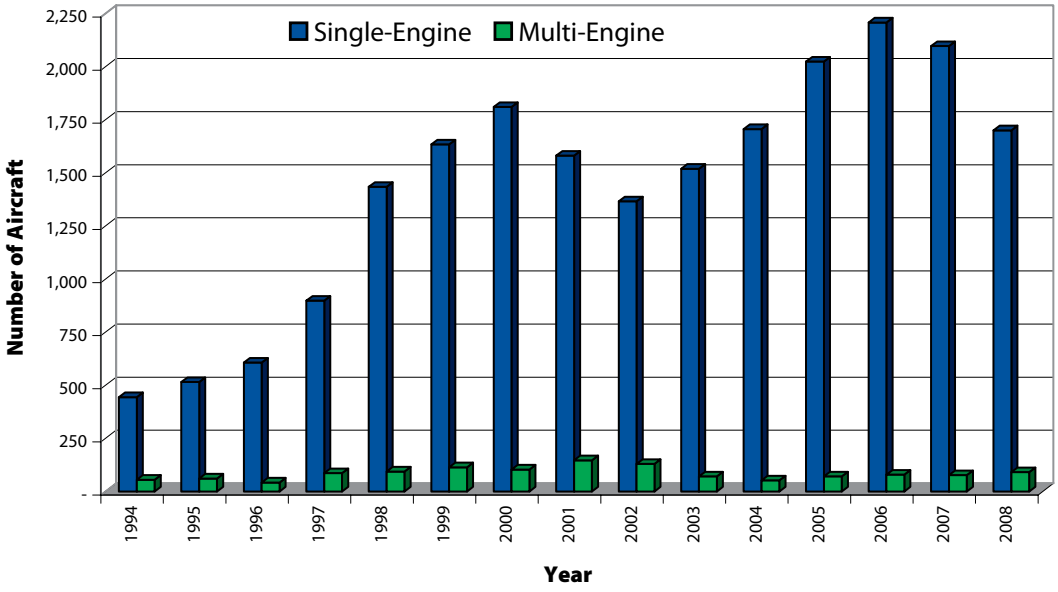
Source: FAA General Aviation and Air Taxi Surveys.

FIGURE 9. U.S. SHIPMENTS OF GENERAL AVIATION TURBINE-POWERED AIRCRAFT



Source: General Aviation Manufacturers Association.

FIGURE 10. U.S. SHIPMENTS OF GENERAL AVIATION PISTON-POWERED AIRCRAFT



Source: General Aviation Manufacturers Association.

Aviation Activity Forecasts

Historically, there has been a strong relationship between the economy and the demand for aviation services. Business today is conducted over great distances. Markets are not only nationwide, but also global. The digital age and air transportation have allowed the decentralization of management and many service and manufacturing activities are now located great distances from corporate offices. Manufacturing is no longer clustered in the industrial cities of the East and Midwest. Not only have manufacturing facilities spread to other regions of the country but many have developed abroad. In addition, overnight courier and express air service is available nationally and internationally.

Texas' larger cities are well served by both the commercial airlines and general aviation businesses. Texas residents make frequent use of commercial service for intrastate and interstate travel. According to the Air Transport Association (ATA), the Houston-Dallas/Ft. Worth market continues to be one of the most heavily traveled airline route segments in the nation ranking 14th among domestic airline markets in 2007 while the Dallas/New York market ranked 17th.

Twenty-five Texas cities are served by the airlines, with the smaller communities being served using turboprop aircraft and/or regional jets. Airports in the larger cities have seen increases in passenger traffic and have recovered from the levels seen following the September 11, 2001, terrorist attacks. They have also been less affected by airline financial problems. Dallas/Fort-Worth International Airport had increased enplanements every year from 2002 to 2006 followed by a slight drop off in 2007. Houston Intercontinental Airport also increased enplanements from 2002 to 2007. Service in smaller communities has been more volatile as the number of flights fluctuates as well as changes in operating partners, level of service and type of aircraft.

It was expected that most communities in Texas with air service would have regional jet service by this time. However, financial difficulties and structural changes in the airline industry precluded that from happening. This has been compounded by the economic recession that started in December 2007. Some smaller cities have it, while others had it and lost it. Some airlines serve some cities with a

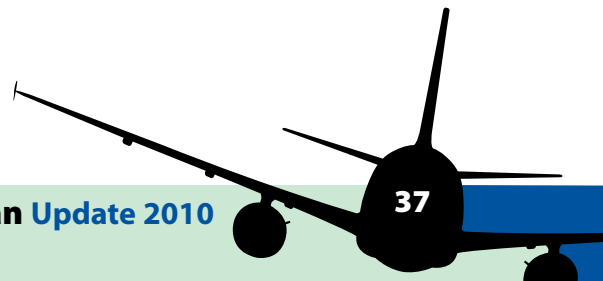
combination of jet and turboprop service. This depends on the level of service and operating partner of the larger airline as the airline service in the smaller communities is provided by operating partners of Continental Airlines and/or American Airlines and include service to their hubs in Houston and Dallas/Fort Worth, respectively. Commercial service was recently discontinued at Houston's Ellington Field but was added in Del Rio. Air service to smaller communities in Texas is evolving as it is across the country. Many communities have been left with no or diminished air service following the financial difficulties and multiple bankruptcies that occurred in the industry. Turboprops remain the backbone of this service and are expected to remain so in the near term.

To many people, air transportation means service only by commercial air carriers. However, a primary objective of the TASP is air access to all parts of Texas. Most cities will not attract commercial air service due to the limited market represented. Nonetheless, these same cities are choice locations for new business development and expansion of existing businesses. Since businesses are increasingly dependent on air access, it is the TASP's goal to have as many Texas economic centers as feasible be accessible by business aircraft. Those communities not expected to attract scheduled commercial service or business turbojet aircraft can benefit from air access by single-engine and multi-engine piston-powered and turboprop general aviation aircraft. Access by these types of aircraft is important for agriculture, oil and gas exploration and production, banking, real estate development and many other economic activities.

Texas has made great strides in diversifying its economy by adding many high-tech, manufacturing and service industries that complement the traditional natural resource and agriculture economic base. To remain competitive, Texas must offer services and facilities comparable to those available in competing locations in other states and nations. An airport is one of the facilities that businesses consider in determining sites for development or relocation. Continued development of the Texas Airport System is an important element in the future growth of the state's economy.

Aviation Activity Forecasts

Growth in aviation activity over the next 10 years is expected to be driven by continued growth in both commercial aviation and general aviation. Commercial aviation continues to see near-term capacity reductions as airlines decrease the number of available seats. However, growth in the longer run is expected to be strong. General aviation growth is largely driven by the Business/Corporate sector including the development and production of less-expensive, twin-engine business jets. This includes microjets or very light jets which may lead to the advancement of a comprehensive air taxi network. The TASP aviation activity forecasts are based primarily on the Federal Aviation Administration's (FAA) "Aerospace Forecasts, Fiscal Year 2009-2025." As discussed earlier, the Texas economy is expected to grow at a rate above the U.S. growth rate. Similarly, Texas aviation activity growth rates are expected to grow at somewhat higher rates than the average growth rates for the nation. The TASP forecasts were prepared using a top-down methodology where national activity forecasts are allocated to the state. The allocation of activity is based on the historical ratio of state-to-national activity and the trend that relationship has taken in recent years.



Forecast Summary

Figures 11 through 16 show the forecast summaries for commercial passenger and general aviation activity. The details are discussed separately in the following sections.

Commercial Service

The commercial aviation industry continues to face challenges despite increases in passenger enplanements. Most of the airports in the state have exceeded their pre-9/11 enplanement levels. There continues to be growing optimism as the number of passengers continues to grow. Competitive airfares and a strong economy are expected to drive future aviation demand.

The number of enplanements at Texas' Commercial Service airports increased 8.47 percent between 2000 and 2007 and is shown in Table 1. During the same period, enplanements nationwide increased 7.19 percent. This period of modest growth includes the terrorist events of September 11, 2001. It also coincided with a period of economic recovery. The latter part of this time period also coincides with the onset of an economic recession that officially began in December 2007. Of the 27 Commercial Service airports in the state, 12 declined in enplanements over this seven-year time period while 13 increased. One airport city (Killeen) switched service to another facility while another airport, Houston Ellington Field, lost service altogether. Del Rio added passenger service in 2005 with service to Houston Intercontinental Airport.

Corresponding to the decrease in the number of passengers was the cutback in service to the smaller airports. Passenger enplanements are greatly affected at these facilities because of the limited number of flights per day. In 2007, enplanements at 12 airports were still below levels seen in 2000. For the most part, these airports have upward trends or have shown signs of stability. Passenger levels at Beaumont and Victoria remain significantly below 2000 levels with 2007 enplanements well below 2005 levels. Both Tyler and Wichita Falls decreased from 2005 to 2007. In Tyler, enplanements were still well above 2000 levels. In Wichita Falls, 2007 enplanements were only down slightly from 2005. Small community air service remains a major problem for cities across the country with many losing service altogether or seeing reductions in their level of service.

As the state economy grows, the number of enplanements at Commercial Service airports in Texas is forecast to increase at an average annual rate of about 2.64 percent through the 2025 planning period. The national enplanement average annual growth rate is approximately 2.29 percent. Enplanement forecasts at Texas airports that currently have scheduled service are also shown in Table 7.

TABLE 7. FORECAST OF DOMESTIC AND INTERNATIONAL PASSENGER ENPLANEMENTS AT TEXAS COMMERCIAL SERVICE AIRPORTS

Airport	1990	1995	2000	2003	2005	2007	2010	2015	2020	2025
Abilene	74,063	67,631	55,236	46,166	75,414	90,507	88,193	92,457	96,908	101,605
Amarillo	453,233	465,713	445,463	384,829	442,327	455,539	478,841	503,545	532,154	565,292
Austin	2,137,905	2,652,309	3,585,357	3,157,961	3,600,331	4,111,614	3,895,251	4,442,702	5,068,780	5,785,128
Beaumont	113,117	112,033	92,174	43,931	55,484	35,352	37,303	41,566	46,317	51,611
Brownsville	179	78,749	67,790	60,087	73,361	91,262	95,633	105,531	116,460	128,526
College Station	79,825	85,281	92,645	67,459	84,039	89,830	89,610	97,524	106,155	115,567
Corpus Christi	455,629	507,839	444,632	358,843	413,363	418,674	409,749	446,003	487,425	534,754
Dallas Love	2,884,504	3,418,261	3,544,454	2,783,787	2,977,048	3,912,738	4,060,885	5,264,567	7,638,616	8,450,647
Dallas/Ft. Worth	24,269,536	26,947,281	28,661,863	24,601,481	27,960,344	28,400,719	27,667,672	31,350,765	35,210,964	39,408,764
Del Rio	-	941	-	-	7,638	17,386	17,743	17,743	17,743	17,743
El Paso	1,675,459	1,861,059	1,684,368	1,418,974	1,614,404	1,676,693	1,562,091	1,729,718	1,916,033	2,123,226
Fort Hood/Killeen (Robert Gray)	-	-	18,395	3,159	153,930	193,722	189,831	189,831	189,831	189,831
Harlingen	532,404	500,336	468,371	392,733	429,541	440,332	463,575	505,659	554,000	609,910
Houston Ellington Field	19,505	47,105	42,069	44,797	-	-	-	-	-	-
Houston Hobby	3,989,708	3,925,461	4,331,462	3,691,967	3,947,543	4,219,850	4,351,020	4,745,507	5,176,243	5,646,623
Houston Intercontinental	8,127,228	11,494,226	16,182,975	15,934,088	18,638,471	20,680,973	19,706,911	23,357,955	27,460,023	32,121,784
Killeen	47,331	56,979	98,012	92,106	-	-	-	-	-	-
Laredo	59,279	64,198	90,647	73,210	93,541	110,751	111,734	130,728	153,434	180,576
Longview	38,617	33,891	34,376	29,022	23,250	26,076	28,353	30,695	33,231	35,975
Lubbock	619,613	594,641	578,429	504,916	545,377	575,774	602,497	660,176	723,777	793,944
McAllen	230,168	328,835	320,008	263,431	341,910	411,610	405,660	452,820	505,588	564,650
Midland	584,255	563,308	475,752	399,334	439,507	489,845	481,181	529,601	591,247	669,728
San Angelo	54,809	52,920	44,329	42,688	63,785	69,738	65,309	67,746	70,276	72,904
San Antonio	2,681,958	3,066,256	3,535,268	3,121,545	3,521,538	3,903,642	3,846,268	4,378,823	4,988,262	5,686,477
Texarkana	41,627	43,545	40,802	25,634	33,573	35,280	40,540	45,211	50,424	56,237
Tyler	60,311	74,993	72,654	53,854	81,723	77,117	87,722	99,250	112,291	127,048
Victoria	22,609	18,686	19,321	10,775	11,115	8,829	9,191	9,917	10,703	11,555
Waco	41,372	59,974	63,462	49,915	70,942	75,456	80,935	94,294	109,913	128,177
Wichita Falls	59,664	62,078	55,965	39,608	47,126	46,297	48,641	48,641	48,641	48,641
Total	**49,353,908**	**57,184,529**	**65,146,279**	**57,696,300**	**65,746,625**	**70,665,606**	**68,922,339**	**79,438,975**	**92,015,439**	**104,226,923**

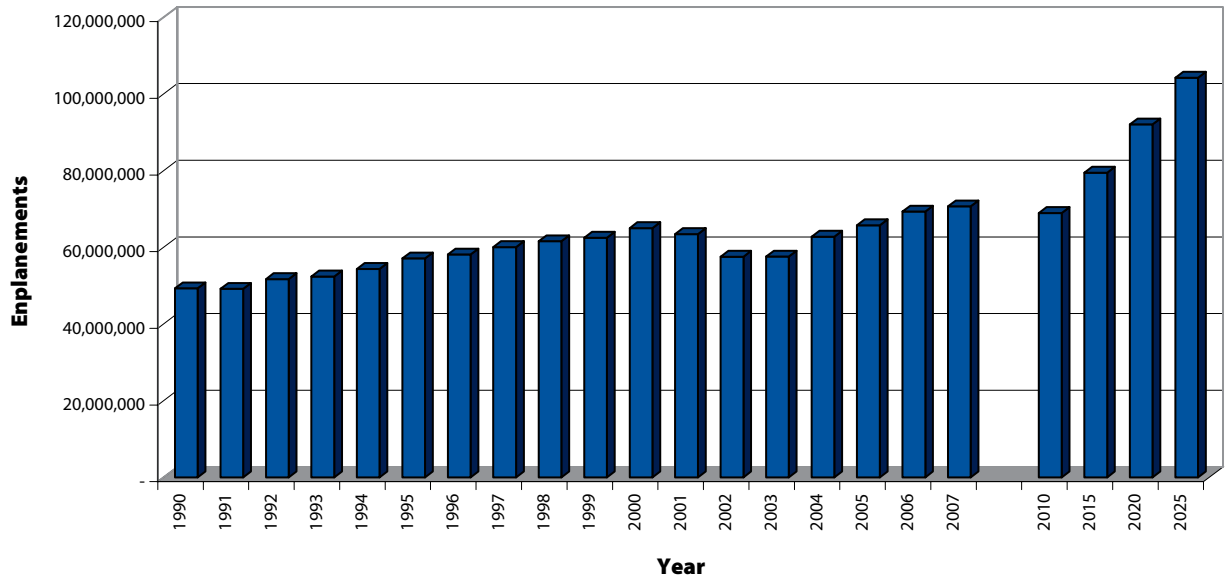
Source: FAA APO Terminal Area Forecast Summary Report – 2008 Scenario
Note: Historical data through 2007

Aviation Activity Forecasts

The FAA's Terminal Area Forecast shows that most of the increased enplanements will occur at the seven busiest airports. These airports are: Dallas/Fort Worth International, George Bush Intercontinental in Houston, Houston Hobby, Dallas Love, San Antonio International, El Paso International and Austin-Bergstrom International Airport. According to the Air Transport Association, DFW ranked as the third busiest domestic airport as measured in passenger enplanements and George Bush Intercontinental ranked as the eighth busiest in 2007.

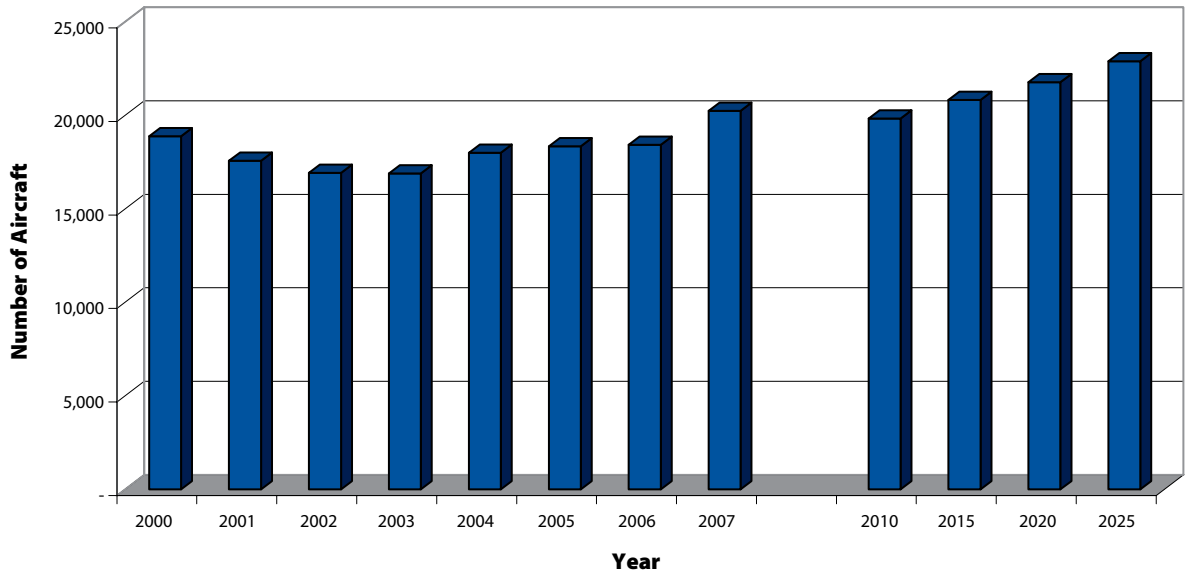
The Dallas-Fort Worth International Airport is the major Commercial Service airport in Texas and also serves the south central U.S. as a major hub. In 1999, DFW accounted for more than 42 percent of the state annual enplanements. In 2007, it accounted for 40 percent of the state total. The airport is the principal hub for American Airlines and until 2004 was a major hub for Delta Airlines. Capacity at DFW and within the Dallas/Fort Worth metropolitan area will continue to be a concern throughout the planning period as 15 million additional passenger enplanements are expected at the region's two Commercial Service airports in 2025.

FIGURE 11. TEXAS PASSENGER ENPLANEMENTS



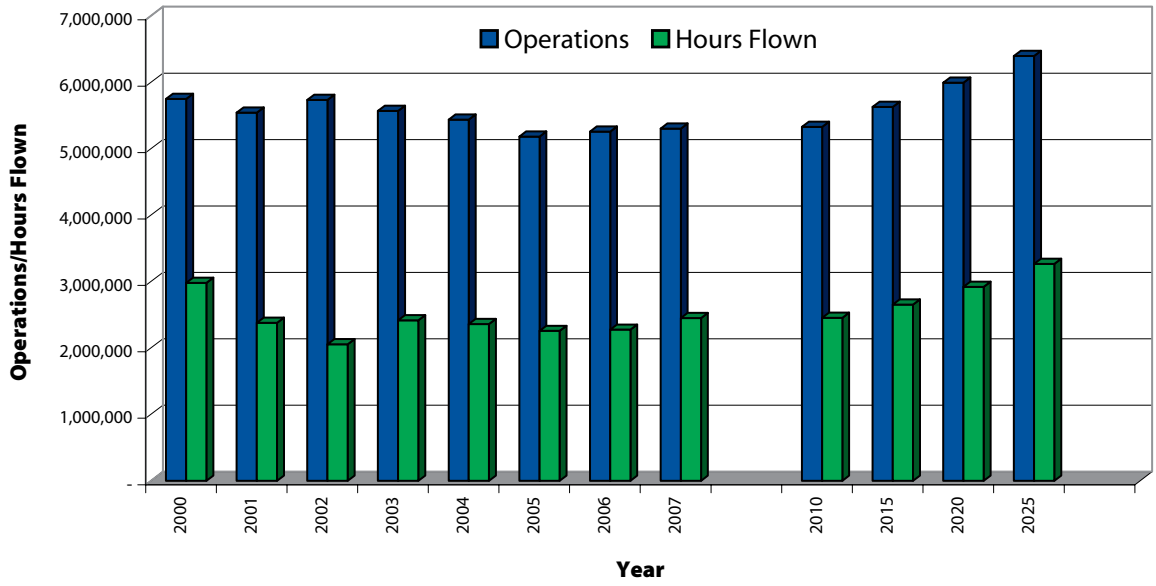
Source: FAA Aerospace Forecasts Fiscal Years 2009-2025 and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 12. TEXAS GENERAL AVIATION ACTIVE AIRCRAFT



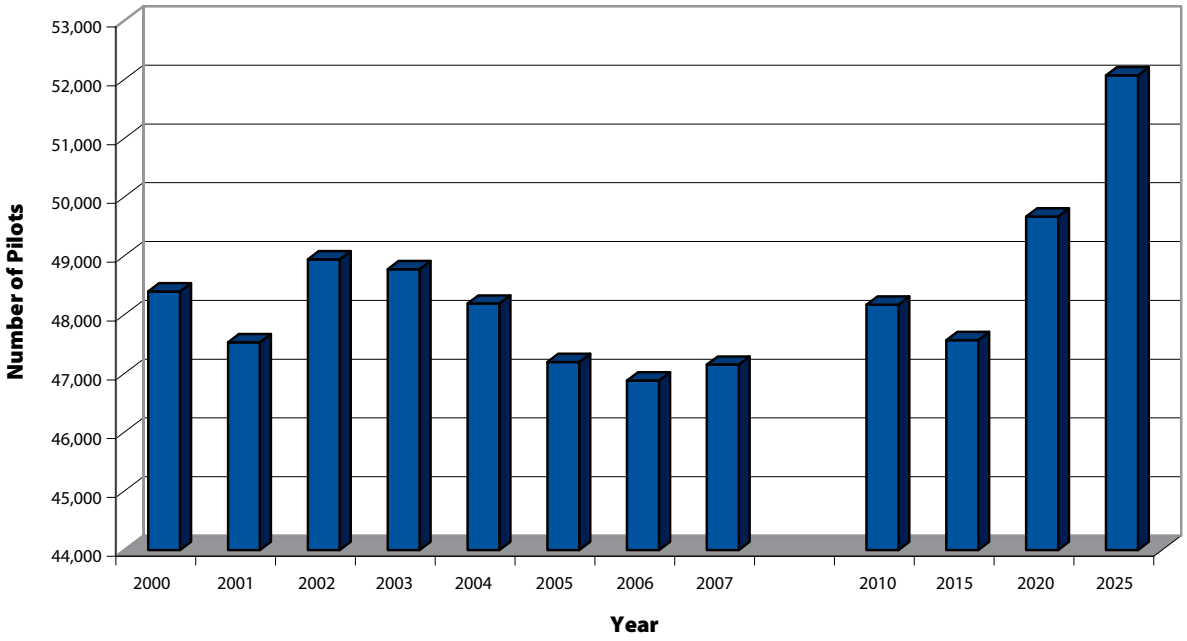
Source: FAA Aerospace Forecasts Fiscal Years 2009-2025 and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 13. TEXAS GENERAL AVIATION ACTIVITY



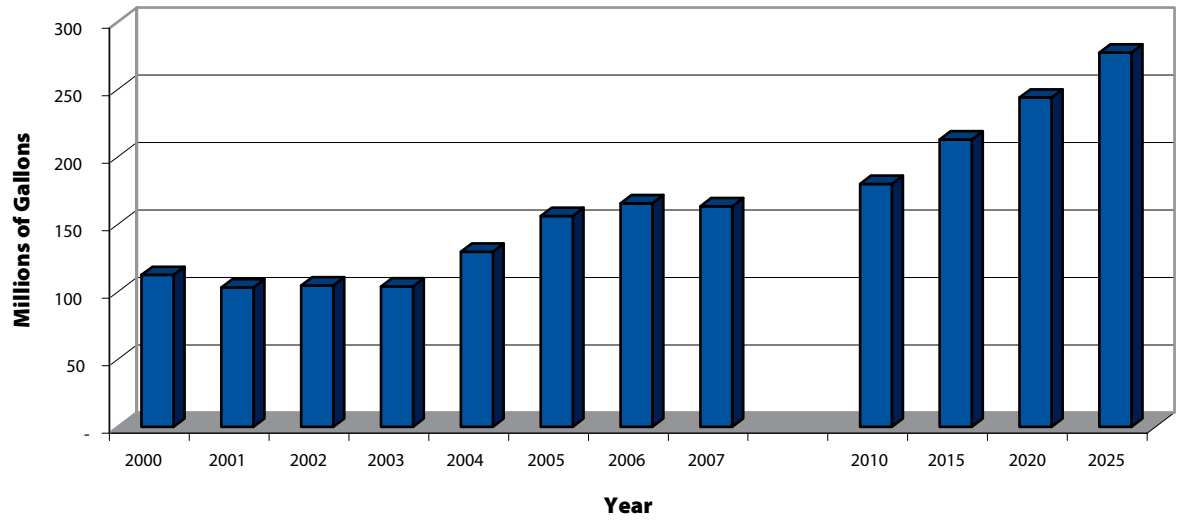
Source: FAA Aerospace Forecasts Fiscal Years 2009-2025 and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 14. TEXAS PILOTS



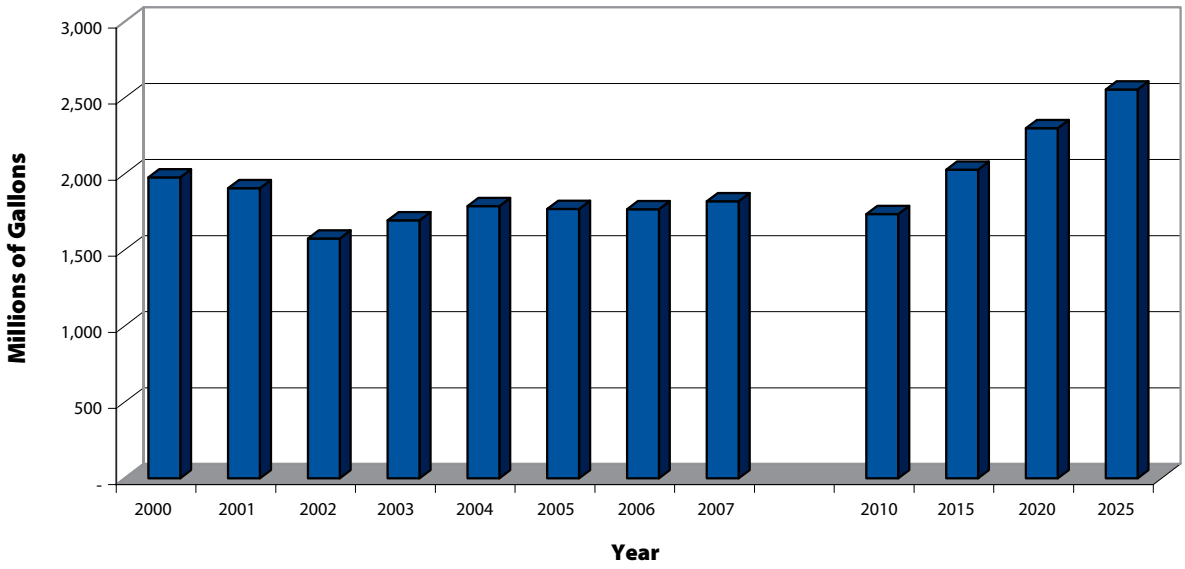
Source: FAA Aerospace Forecasts Fiscal Years 2009-2025 and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 15. TEXAS GENERAL AVIATION FUEL CONSUMPTION



Source: FAA Aerospace Forecasts Fiscal Years 2009-2025 and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 16. TEXAS COMMERCIAL AVIATION FUEL CONSUMPTION



Source: FAA Aerospace Forecasts Fiscal Years 2009-2025 and Texas Transportation Institute, TASP Forecasts, 2009.

General Aviation Forecast

The general aviation industry continued to fluctuate during the 2000 to 2008 period. Piston aircraft shipments fluctuated in a range between 1,700 and nearly 2,300 aircraft per year. Turbine aircraft shipments reached a 27-year high while turbojet shipments reached an all-time high. In the years following the General Aviation Revitalization Act of 1994, the industry has grown and prospered. This resurgence has been characterized by the development of new technologies, new aircraft manufacturers entering the market, and a strong economy. Texas' share of the nation's active general aviation fleet began to decline in the early 2000s, but began to increase in 2004 as Figure 17 shows. Strong growth in aircraft shipments from 2003 to 2007, the deployment of new technology/aircraft and the development of the light sport pilot license point to optimism for the future of the general aviation industry.

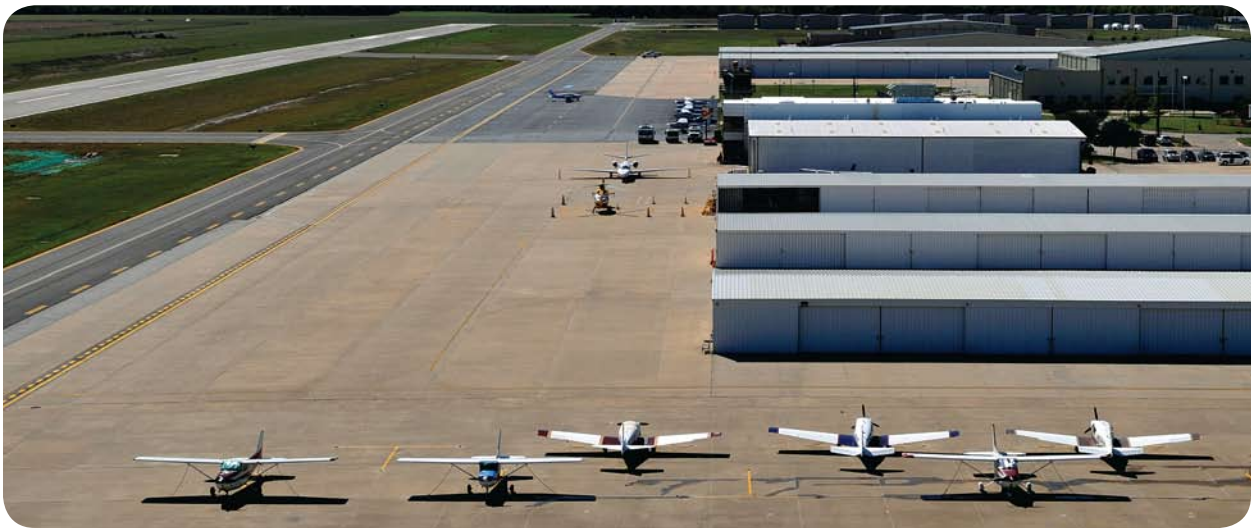
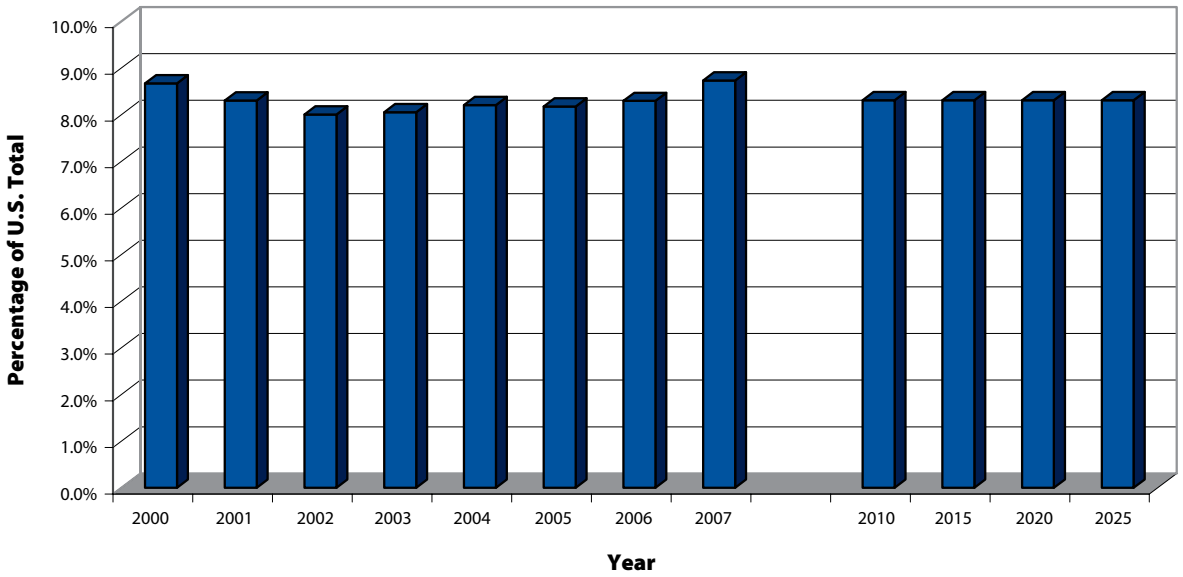


FIGURE 17. TEXAS SHARE OF U.S. GENERAL AVIATION AIRCRAFT



Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

In 1994, the general aviation aircraft manufacturing industry shipped only 929 aircraft — one of the lowest numbers in general aviation history. In 1998, the industry shipped 2,212 units and in 2000 shipments reached 2,816 units. The 2,200 units shipped in 1998 is the first time since 1985 that total shipments exceeded 2,000 units. In 2008, shipments reached 3,079 units and factory net billings exceeded $13 billion. Although it is difficult to predict long-range trends, all indications point toward an optimistic future.

Sales of single-engine piston-powered grew steadily from 2003 to 2006 before falling off in 2007 and 2008. Much of the growth is due to manufacturers introducing new and updated models. In 2002, 1,366 single-engine piston-powered aircraft were shipped compared to only 444 in 1994, the lowest year. In 1998, Cessna manufactured half of the single-engine piston-powered aircraft followed by New Piper with 239 units, Mooney with 93 units, and Raytheon with 93 units. In 2008, nearly 10 years later, Cessna continued to lead the way in worldwide production with 733 units followed by Cirrus Design with 549 units, Diamond Aircraft with 223 units, and Piper with 216 units. Together, these four companies accounted for 81 percent of all worldwide deliveries in this segment.

In 2006, the industry had a resurgence in multi-engine piston aircraft deliveries. In 1998, 94 twin-engine piston-powered aircraft were shipped compared to 39 in 1993, the lowest year. The number of multi-engine piston aircraft delivered increased to a 15-year high of 147 in 2001 and has since fluctuated from 130 in 2002 to 52 in 2004 to 91 in 2008. The twin-engine piston-powered aircraft deliveries that were once split about evenly between Raytheon and New Piper are now dominated by Diamond Aircraft. Eighty-five of their DA-42 Twinstar aircraft were delivered. Other multi-engine piston aircraft delivered worldwide in 2008 include those manufactured by Raytheon (40 Beech Barons) and Piper (27 Senecas and 24 Seminoles).

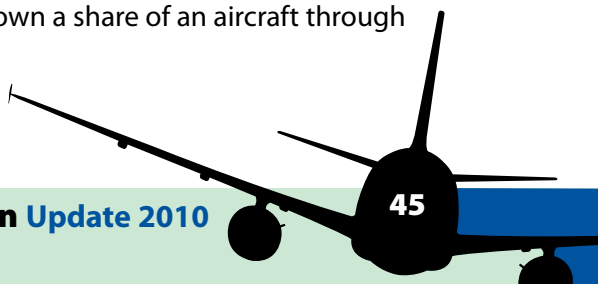
In the early 2000s, there was decline in the number of turboprop aircraft deliveries. Units delivered dropped from 421 in 2001 to 163 in 2003. These have steadily increased in recent years and reached 333 in 2008. Hawker Beechcraft Corporation continues to dominate the turboprop market with its King Air aircraft which accounted for 172 of the aircraft delivered in 2008. Other manufacturers of turboprop aircraft include Cessna (101 units), Pilatus (97 units), Socata (60 units) and Piper (52 units) who manufacture the Caravan, PC-12, TBM 700/850 and Meridian aircraft lines, respectively.

Deliveries of business jet aircraft also reached record levels in 2008 following several years of solid growth since 2003. The business jet market has grown significantly since 1994 when deliveries were 222 units. This grew to 600 in 2001 before dropping in the early 2000s. Shipments in this segment grew by nearly 149 percent from 2003 to 2008. Leading the market in 2008 with 466 units delivered was Cessna followed by Bombardier with 247 units, Hawker Beechraft with 160 units and Gulfstream with 156 units. Together, these four companies accounted for 78 percent of all worldwide deliveries of business jets. Eclipse Aviation, which has ceased operations, delivered 161 Eclipse Jets in 2008. The Eclipse Jet is one variety of the oft-mentioned Very Light Jets (VLJs).

Innovations and technology advances are stimulating demand for new aircraft. More individuals and companies are turning to general aviation as these innovative technologies continue to improve safety and the costs associated with operating aircraft. The U.S. remains the single largest producer of general aviation aircraft and, as a result, will benefit from growth globally as well as nationally. Perhaps the most compelling change in the business jet segment concerns the VLJs or microjets. These aircraft have a maximum certificated takeoff weight of less than 10,000 pounds. These aircraft are expected to cost between $1 million and $3 million, be certified for single-pilot operations and have a range of 1,000 to 1,500 miles. Expected uses for these aircraft include air taxi service, business/corporate and personal use. Although the VLJ segment has had some difficulties in recent years, jets have been delivered and manufacturers continue moving forward with the design and production of a variety of models. At the other end of the spectrum, light-sport aircraft deliveries are expected to increase as well. These aircraft have a maximum gross takeoff weight of less than 1,430 pounds and a maximum air speed of 120 knots. This segment is expected to grow at five percent per year from 2008 to 2025, more than doubling from approximately 7,000 to nearly 16,000.

Technology advances in aircraft include glass panel avionics, enhanced vision systems, lightweight materials, safety systems and more efficient engines. Technological advances are expected to result in major innovations during the next decade further reducing the cost associated with manufacturing and operating aircraft. Industry/NASA-sponsored programs such as the Advanced General Aviation Transport Experiments (AGATE) and the Small Airplane Transportation System (SATS) could continue to have major positive impacts on general aviation during the next decade.

Fractional ownership of general aviation aircraft is not a new concept, but it has grown quickly and is now a mainstay in the industry. The General Aviation Manufacturer's Association (GAMA) reports that the number of aircraft under fractional ownership programs increased 6.2 percent in 2008 to 1,094. GAMA further reports that the number of companies in the U.S. that own a share of an aircraft through



such a program increased in 2008 by 6.2 percent to 5,179. More recently, fractional ownership programs have emerged that offer single-engine general aviation aircraft.

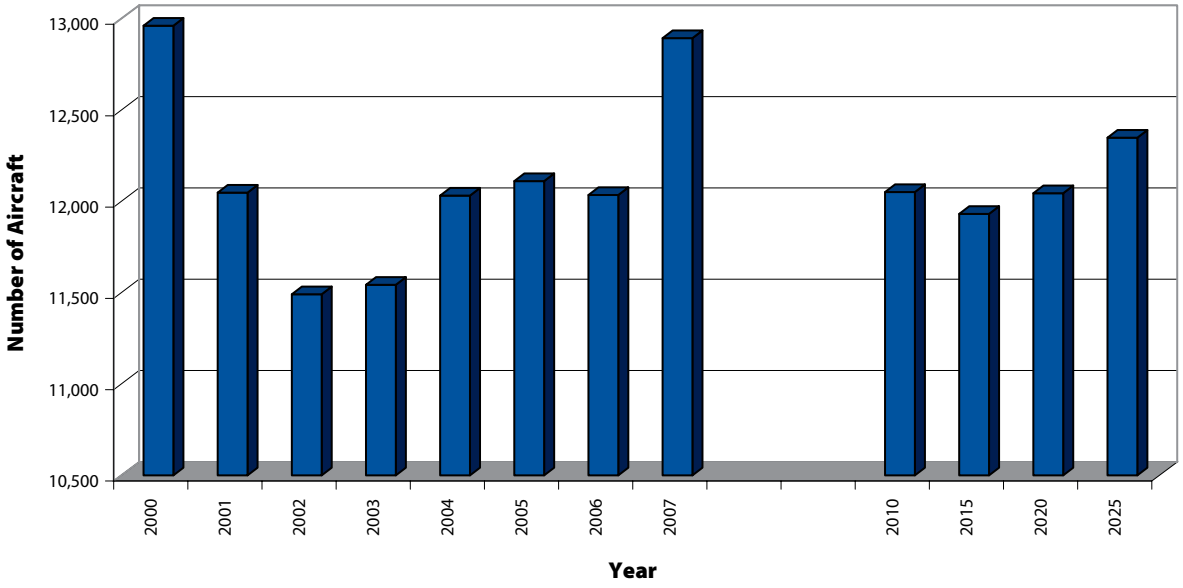
Historically, the ratio of active pilots to active aircraft in Texas has remained stable ranging from 2.33 to 2.89 to one. This suggests that if the number of pilots increases, growth in aircraft sales will follow. The total number of pilots in the U.S. dropped in 2006 for the fourth consecutive year. Texas has seen a similar trend although the state increased its pilot numbers from 2006 to 2007. This decline occurred most notably in private pilot and student pilot categories. These numbers pose some risk to future demand particularly among piston-powered aircraft but also to the future need for pilots. General aviation industry programs such as the Aircraft Owners and Pilots Association's "Project Pilot" and the Experimental Aircraft Association's "Young Eagles" are aimed at increasing the number of pilots.

Fleet Forecast

The forecasts for active general aviation aircraft, shown in Figures 18, 19 and 20, indicate that the number of active general aviation aircraft will increase modestly over the planning period. The FAA expects the total general aviation fleet to grow at an average annual rate of 1.0 percent from 2008 to 2025. Texas' share is expected to mirror that rate. The largest percentage increase is expected to occur in the number of sport aircraft which are expected to grow at 5.0 percent per year from 2008 to 2025, followed by turbine-powered aircraft, particularly turbojets which are expected to increase at an average annual rate of 4.8 percent from 2008 to 2025. The number of single-engine aircraft is forecast to increase at an average annual rate of 0.1 percent over the same period. The number of multi-engine piston-powered aircraft is expected to decrease at average annual rate of 1.0 percent while the number of piston rotorcraft is expected to increase at average annual rate of 3.9 percent.

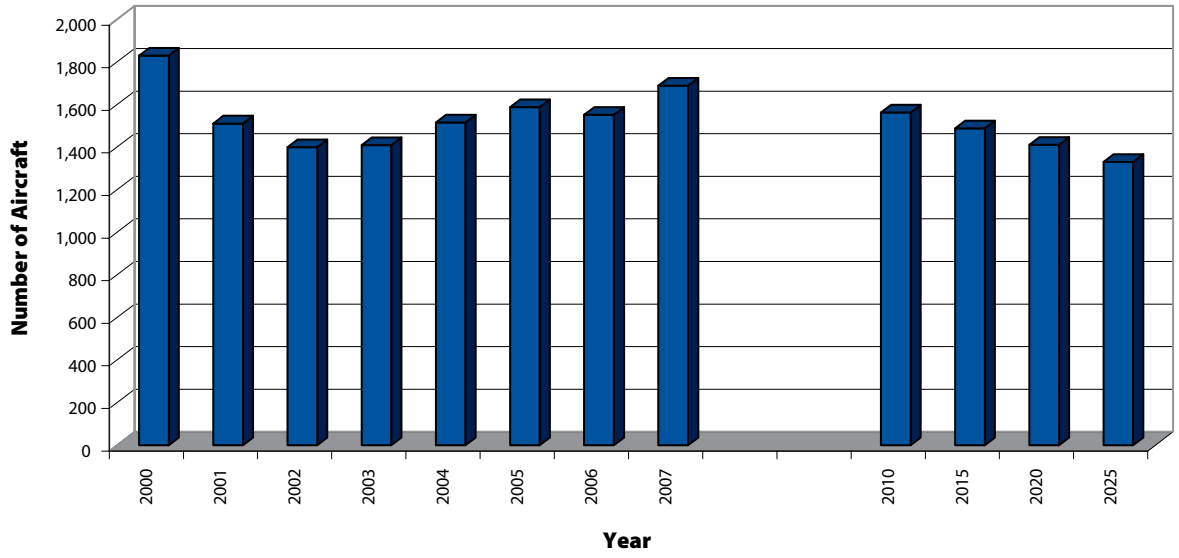
Overall, Texas is expected to maintain a level of 8.31 percent of the total U.S. fleet of active general aviation aircraft through the 2025 planning horizon. This is a slight increase from years past.

FIGURE 18. TEXAS ACTIVE GENERAL AVIATION AIRCRAFT FLEET SINGLE-ENGINE PISTON-POWERED



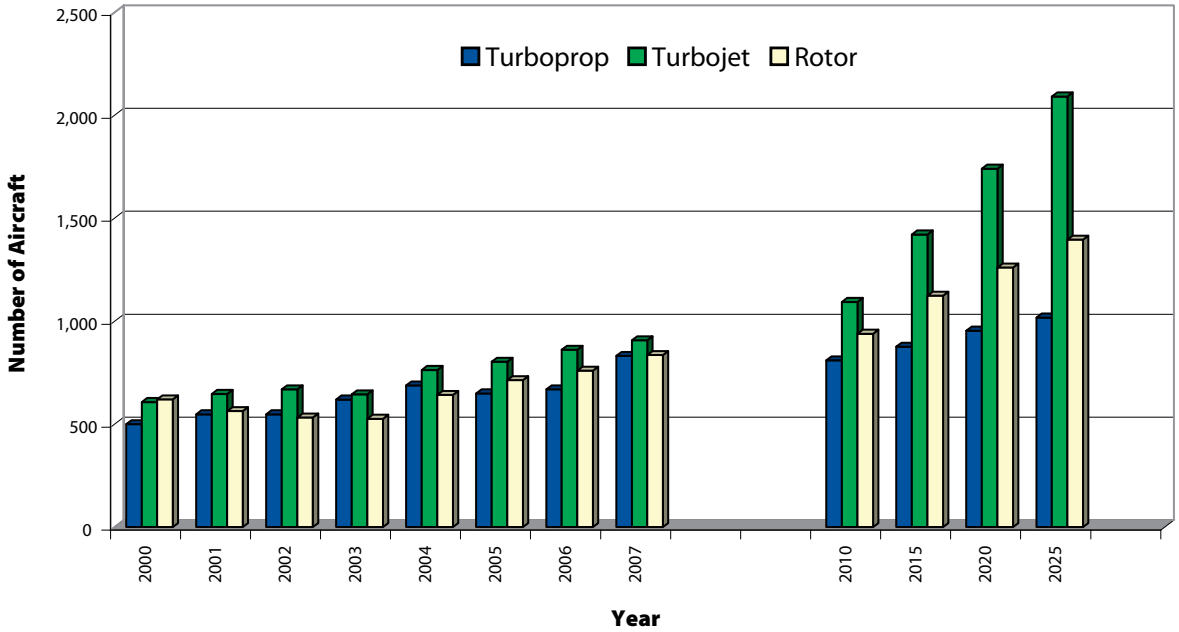
Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 19. TEXAS ACTIVE GENERAL AVIATION AIRCRAFT FLEET MULTI-ENGINE PISTON-POWERED



Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 20. TEXAS GENERAL AVIATION AIRCRAFT FLEET



Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

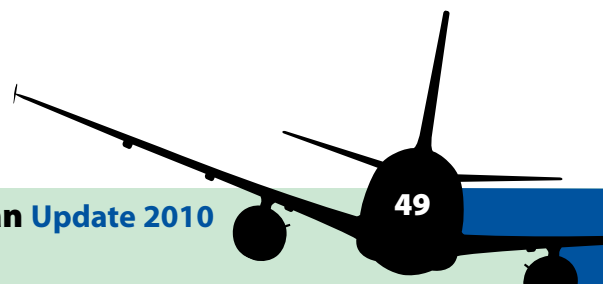
Registered Aircraft

Historically the largest numbers of registered general aviation aircraft are found in the state metropolitan areas. In 2009, the last year for which FAA data is available, 81 percent of the general aviation aircraft were based in Texas' 27 Metropolitan Statistical Areas (MSA). Table 8 shows the number of aircraft that are registered in each Texas MSA.

TABLE 8. TEXAS REGISTERED AIRCRAFT BY METROPOLITAN STATISTICAL AREA (MSA) IN 2009

MSA	Counties	Registered Aircraft
Abilene	Callahan, Jones, Taylor	198
Amarillo	Armstrong, Carson, Potter, Randall	395
Austin-Round Rock	Bastrop, Caldwell, Hays, Travis, Williamson	1,572
Beaumont-Port Arthur	Hardin, Jefferson, Orange	306
Brownsville-Harlingen	Cameron	312
College Station-Bryan	Brazos, Burleson, Robertson	253
Corpus Christi	Aransas, Nueces, San Patricio	436
Dallas-Fort Worth-Arlington	Collin, Dallas, Delta, Denton, Ellis, Hunt, Kaufman, Rockwall, Johnson, Parker, Wise	9,337
El Paso	El Paso	480
Houston-Baytown-Sugar Land	Austin, Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, San Jacinto, Waller	6,161
Killeen-Temple-Fort Hood	Bell, Coryell, Lampasas	293
Laredo	Webb	97
Longview	Gregg, Rusk, Upshur	314
Lubbock	Crosby, Lubbock	425
McAllen-Edinburg-Pharr	Hidalgo	391
Midland	Midland	483
Odessa	Ector	195
San Angelo	Irion, Tom Green	196
San Antonio	Atascosa, Bandera, Bexar, Comal, Guadalupe, Kendall, Medina, Wilson	1,893
Sherman-Denison	Grayson	222
Texarkana	Bowie, Miller (AR)	174
Tyler	Smith	225
Victoria	Calhoun, Goliad, Victoria	168
Waco	McLennan	297
Wichita Falls	Archer, Clay, Wichita	281
TOTAL MSA (81% of state)		**25,104**
TOTAL TEXAS		**31,018**

Source: FAA, Aircraft Registry 2009.

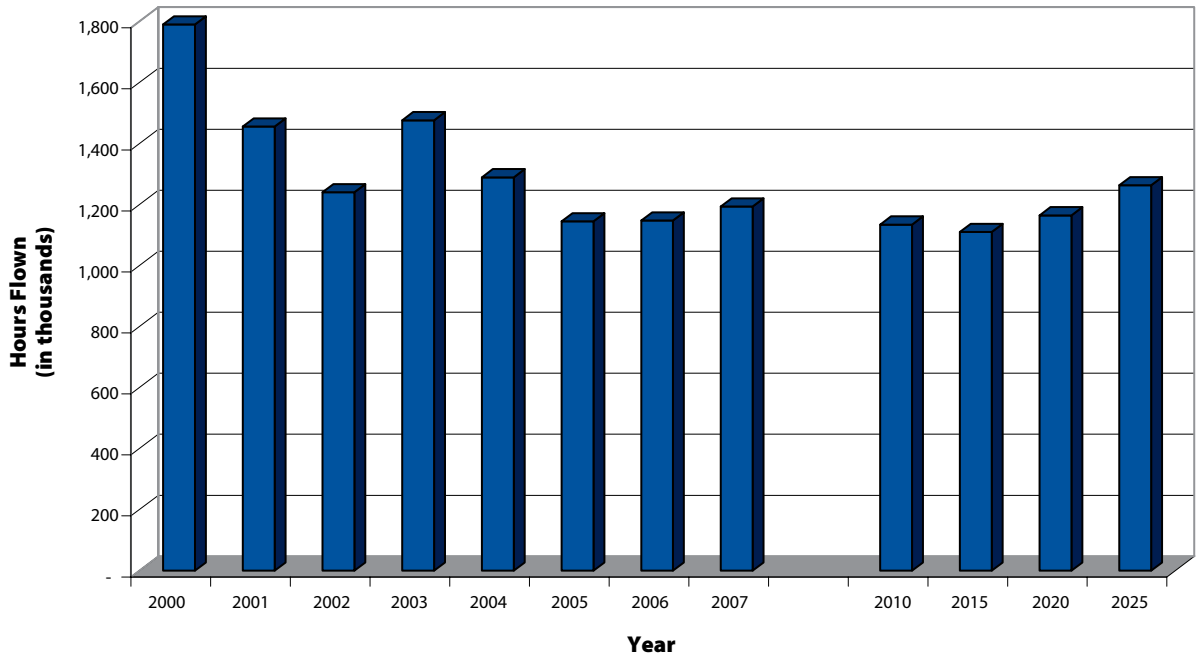


Flight Activity

Flight activity is closely related to the number of active aircraft and Texas' share of the national activity is forecasted to be 8.63 percent of the national total. Nationally, according to the FAA Aerospace Forecasts, the number of general aviation hours flown is expected to increase at an average annual rate of 1.8 percent from 2008 to 2025. Most of the increase reflects increased flying by corporate and business aircraft. Hours flown by turbine aircraft are forecast to increase at a rate of 3.6 percent over the same period.

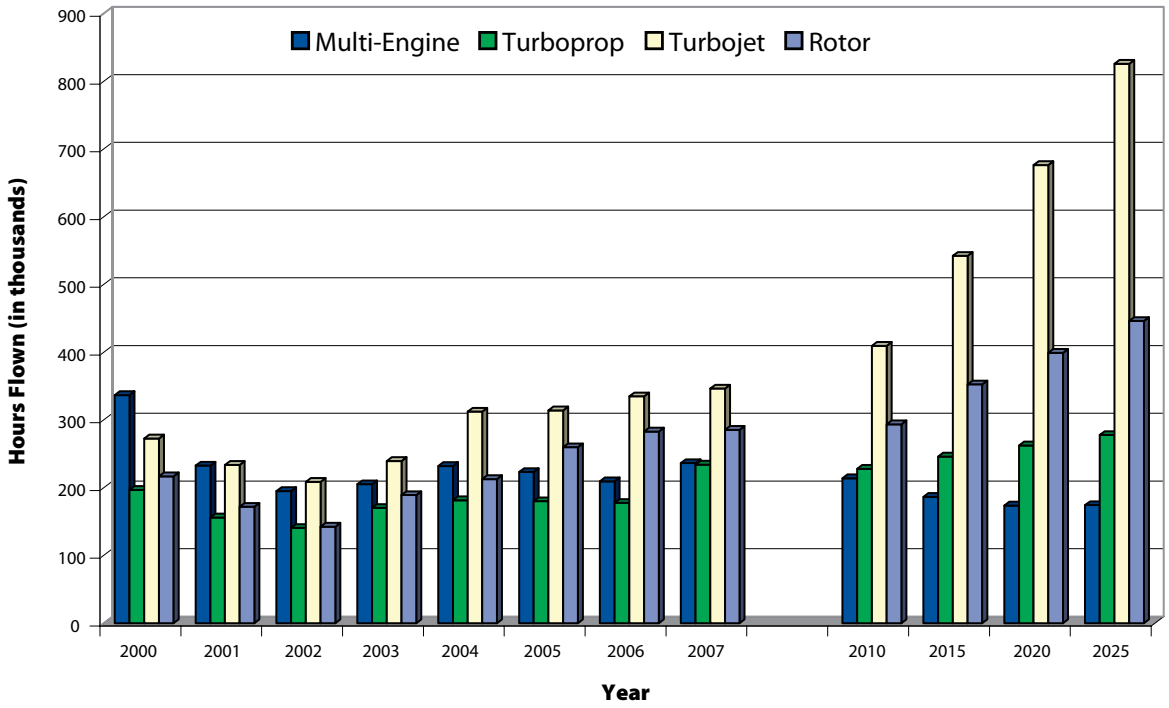
Single-engine flight hours, shown in Figure 21, will increase slightly at an average annual rate of 0.5 percent, while flight hours for turbojet aircraft, shown in Figure 22, are expected to increase at an average annual rate of 5.2 percent per year from 2008 to 2025. This large increase is due in part to the introduction of very light jets but also to the new models of business jets introduced at various price points and cabin classes. Aircraft operations are also expected to bottom out and begin increasing in the next decade with single-engine activity beginning to show a reversal of its recent trend in the coming years. Turbine aircraft operations are expected to continue their upward trends that began in 2006. Figures 23 and 24, respectively, show the forecasts for single-engine aircraft operations and other aircraft types in Texas.

FIGURE 21. TEXAS GENERAL AVIATION AIRCRAFT FLIGHT HOURS (SINGLE-ENGINE)



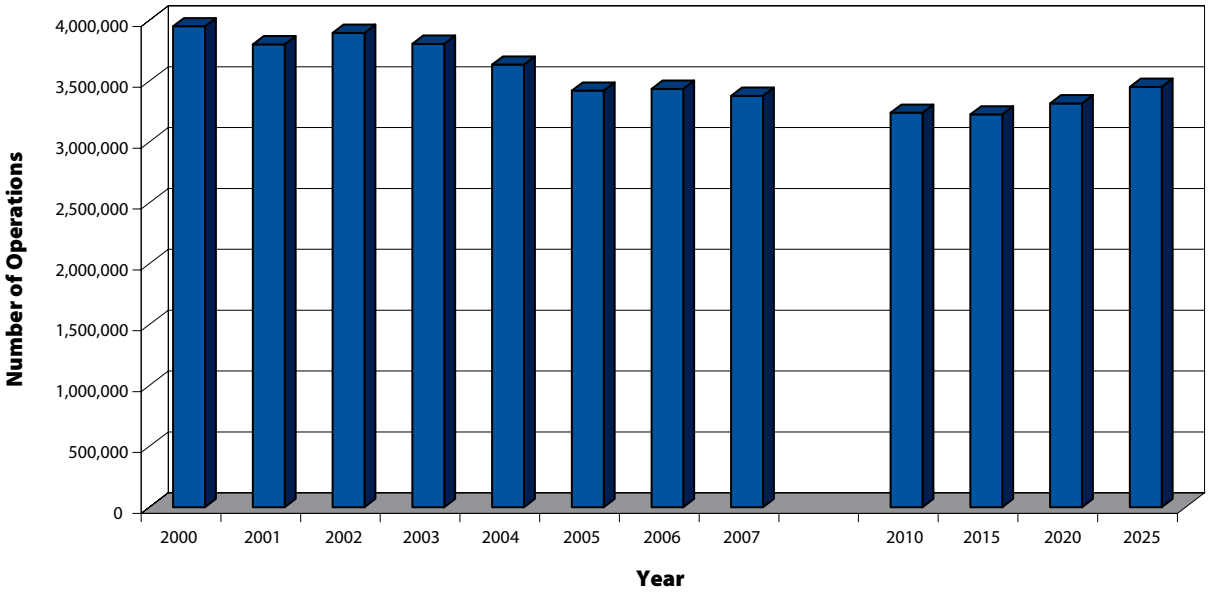
Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 22. TEXAS GENERAL AVIATION AIRCRAFT FLIGHT HOURS



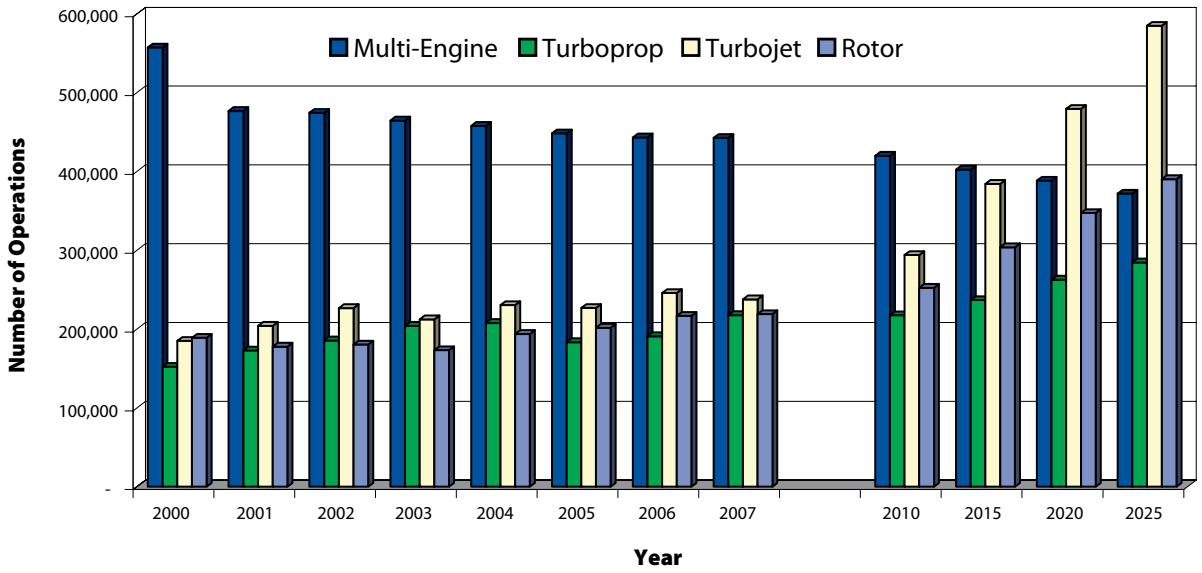
Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 23. TEXAS GENERAL AVIATION SINGLE-ENGINE AIRCRAFT OPERATIONS



Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 24. TEXAS GENERAL AVIATION AIRCRAFT OPERATIONS



Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

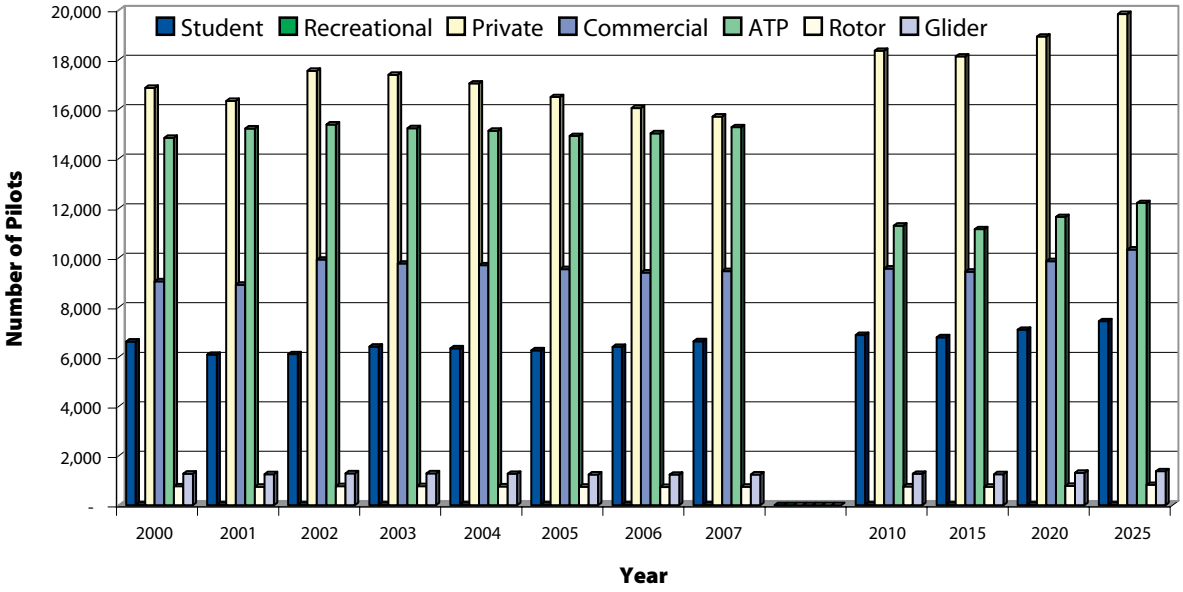
Pilots

The FAA Aerospace Forecasts indicate the number of total pilots is expected to increase at an average annual rate of 0.5 percent per year from 2008 to 2025. Texas is expected to have approximately 7.8 percent of the nation's total pilots during this time period and this is similar to its share in the past several years. In 2007, the last year for which historical data is available, the U.S. had 590,349 pilots and Texas had 47,153. Figure 25 shows the distribution of these pilots by certificate.

The number of private pilots has been on the decline in recent years and this trend is expected to continue into the forecast years before reversing the trend sometime in the middle of the planning period. The number of private pilots is expected to remain flat from 2008 to 2025 indicating an average annual rate of growth of zero percent. The number of student pilots has been fairly stable in recent years but is expected to grow at an annual average rate of 0.4 percent from 2008 to 2025. The number of commercial pilots and airline transport pilots are expected to grow at 0.6 and 0.3 percent, respectively, on average per year over the same time period.

The number of recreational pilots is also expected to remain unchanged in favor of the newly created sport pilot certificate. The number of sport pilots is expected to grow from 2,623 in 2008 to 20,600 in 2025 an average annual rate of 12.9 percent. Texas is expected to have a large share of sport pilots and this should play a significant role in stimulating interest and activity in general aviation.

FIGURE 25. TEXAS ACTIVE PILOTS BY TYPE OF CERTIFICATE



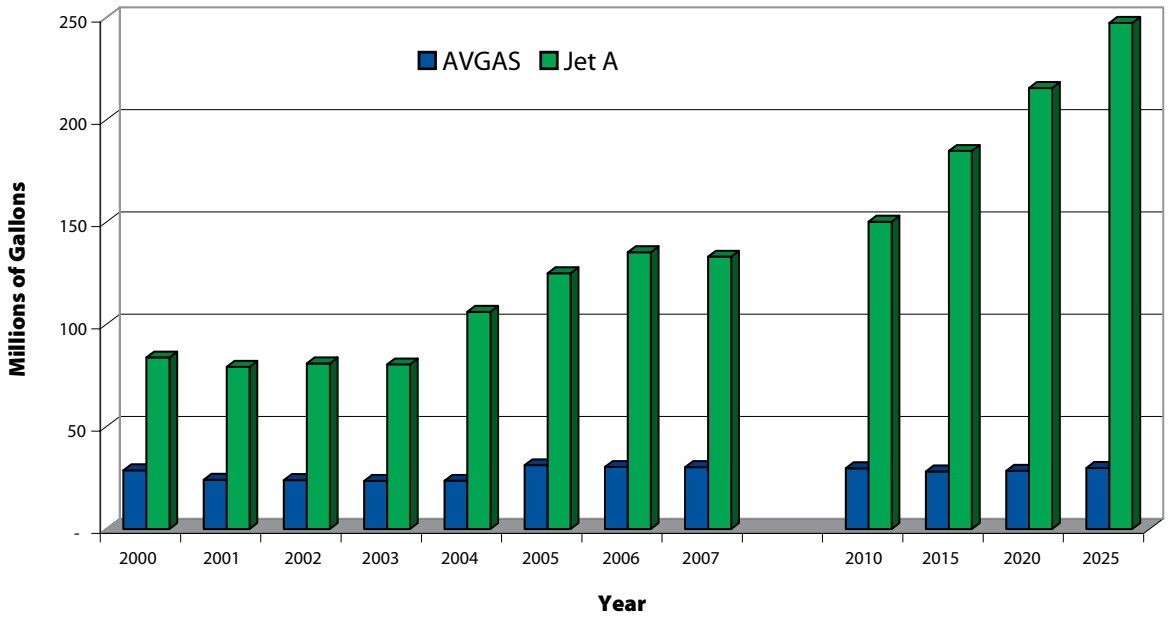
Source: FAA Aerospace Forecasts Fiscal Years 2009-2025 and Texas Transportation Institute, TASP Forecasts, 2009.

Fuel Use

Federal taxes on general aviation fuel provide funding for the federal Airport and Airways Trust Fund used to finance airport and airway development. As such, fuel consumption is an important measure and is critical to the growth, development, and maintenance of the aviation industry. General aviation fuel consumption is expected to grow by 3.1 percent per year on average from 2008 to 2025 according to the FAA Aerospace Forecasts. Most of this will be jet fuel as opposed to aviation gasoline (AVGAS). Figure 26 shows the forecasts for Texas General Aviation fuel consumption by fuel type.

The use of AVGAS by piston-powered general aviation aircraft has fluctuated from 2000 to 2008 but is expected to remain flat at 0.0 percent per year from 2008 to 2025. The greatest growth is expected in the turbojet category which is forecast to grow on average by 4.1 percent per year over the same period. This is attributed to the expected growth in turbo jet aircraft and activity as noted earlier.

FIGURE 26. TEXAS GENERAL AVIATION FUEL CONSUMPTION

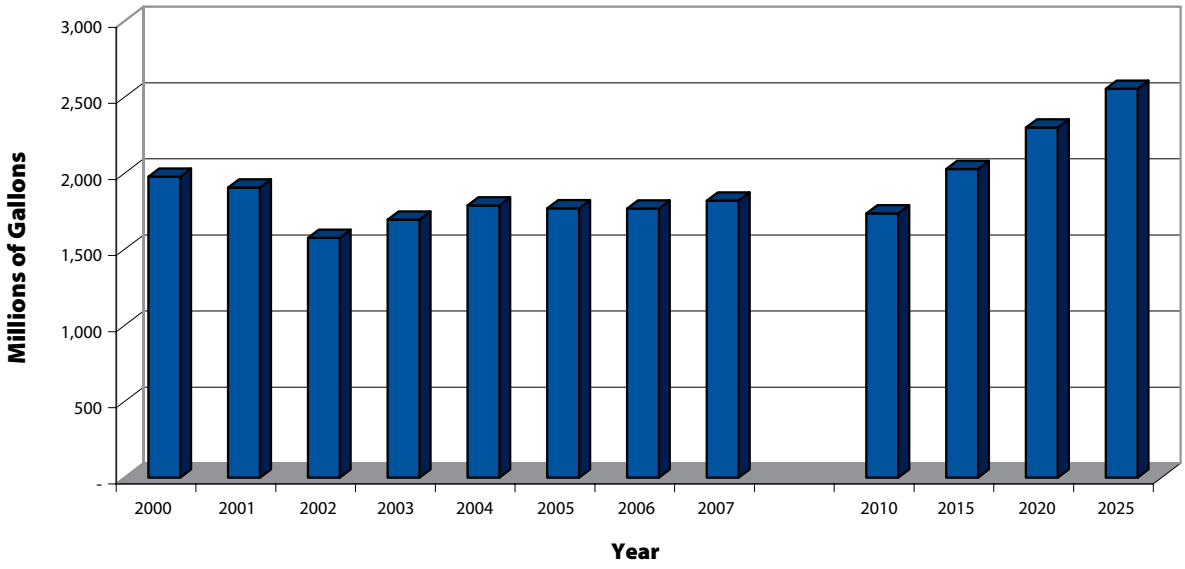


Source: FAA General Aviation and Air Taxi Surveys, FAA Aerospace Forecasts Fiscal Years 2009-2025, and Texas Transportation Institute, TASP Forecasts, 2009.

Fuel used by turbine-powered general aviation aircraft will increase from 1.549 billion gallons per year in 2008 to more than 2.868 billion gallons in 2025. AVGAS consumption is currently 349 million gallons per year. Texas' consumption is expected to be 8.63 percent of the nation's total as fuel consumption is expected to approximate activity as indicated by hours flown. This translates to 30.28 million gallons and 133.20 million gallons of AVGAS and JetA, respectively, totaling 163.49 million gallons of fuel in 2007. From 2008 to 2025, general aviation's use of Jet A is expected to grow at 3.7 percent per year while AVGAS is expected to decrease at an annual rate of 0.1 percent per year. The combined annual rate of growth for total fuel consumption for general aviation is 3.1 percent.

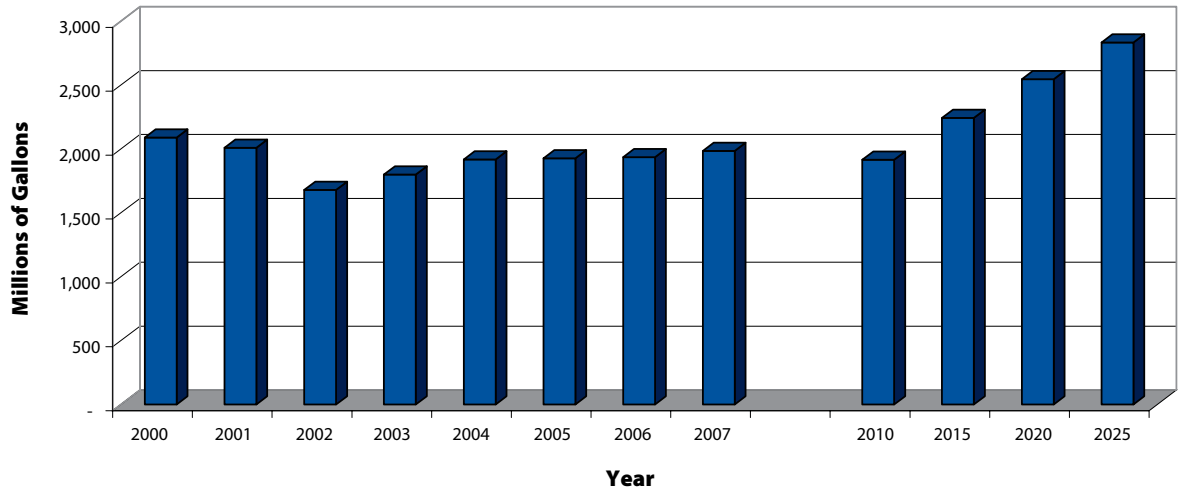
Fuel consumption by commercial aircraft in 2008 was 19.339 billion gallons. According to the FAA Aerospace Forecasts, this is expected to grow by 2.5 percent per year from 2008 to 2025. In 2007, Texas share of the total was approximately 9.30 percent or 1.820 billion gallons. Figure 27 shows Texas share of fuel consumption for 2000 to 2025. Figure 28 shows the total fuel consumption for the state, including both commercial and general aviation and is expected to grow from approximately 1.820 billion gallons in 2007 to more than 2.555 billion gallons in 2025.

FIGURE 27. TEXAS COMMERCIAL AVIATION FUEL CONSUMPTION

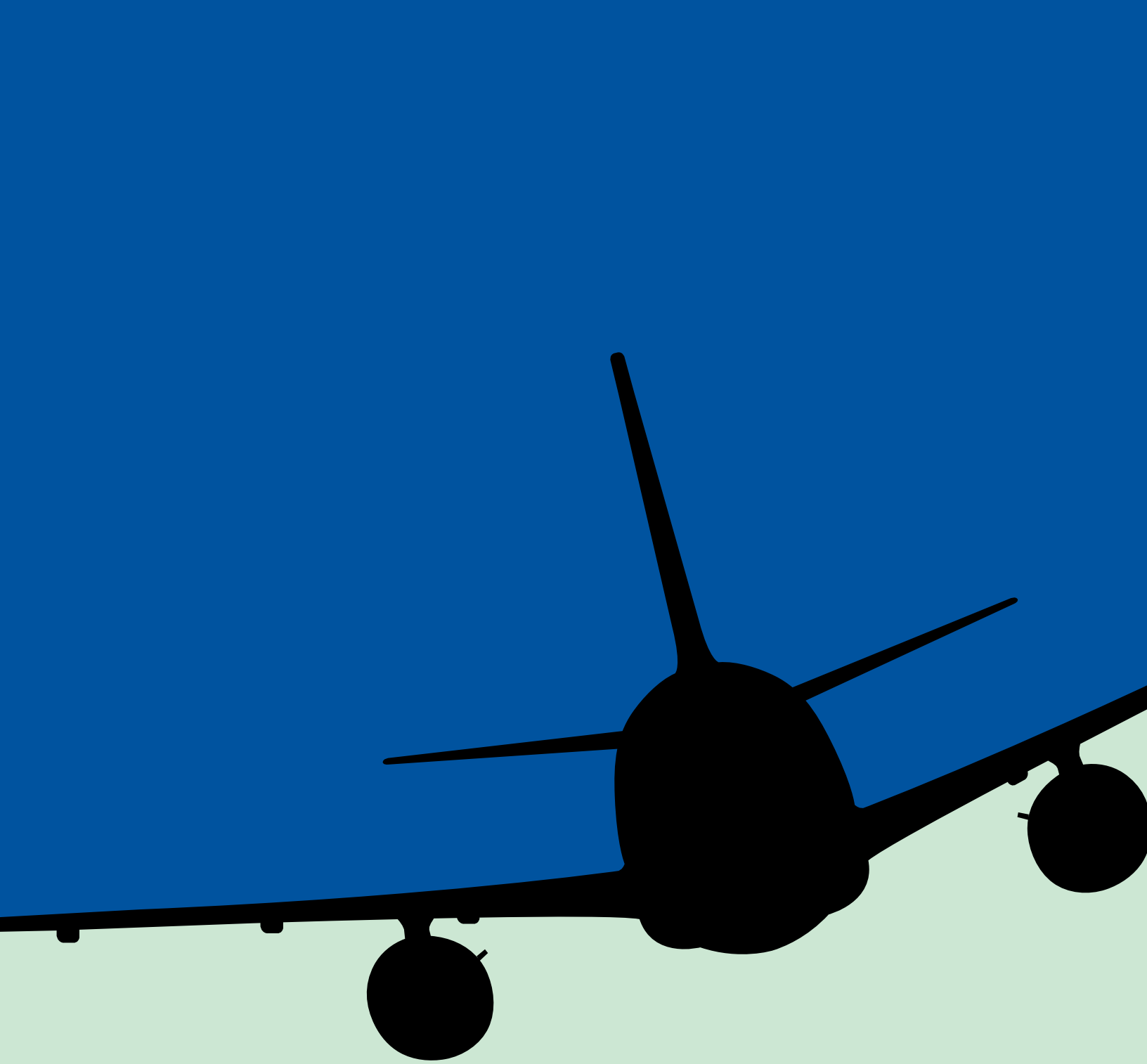


Source: FAA Aerospace Forecasts, Fiscal Years 2009-2025; FAA APO Terminal Area Forecast, Summary Report; and Texas Transportation Institute, TASP Forecasts, 2009.

FIGURE 28. TEXAS AVIATION FUEL CONSUMPTION



Source: FAA Aerospace Forecasts, Fiscal Years 2009-2025; FAA APO Terminal Area Forecast, Summary Report; and Texas Transportation Institute, TASP Forecasts, 2009.



TASP IMPLEMENTATION COSTS

Introduction

The planning process described in a previous section of this report resulted in the selection of the airport sites required to meet the TASP goals and the identification of the improvements needed at those sites to implement the plan. This section of the report summarizes the costs of implementing the plan and the timing of development.

The costs for each of the 294 airport sites are included on the development worksheets, which are available under separate cover. The development worksheets itemize needed improvements and their costs, assuming unconstrained funding.

The remaining sections of this report will discuss the financial implications of the plan and sources of funding for system improvements.

Program Objectives

Improvements identified in the plan have been classified by the program objective addressed. The classification of projects by objective makes it possible to set financial aid priorities for airport improvements. The TASP objectives are identified in Table 9.

Implementation Schedule

The capital improvement needs of the system airports are identified in three increments: the 0 to 5-year period, the 6 to 10-year period, and the 11 to 20-year period. For this summary report, however, only the 0 to 5-year needs are included. Previous publications of the TASP included costs for the entire 20-year period; however, due to the uncertainty of realistically predicting these long-range airport needs, the current TASP concentrates on the short-range time frame for only the General Aviation airports, including Relievers. As previously mentioned, long-range needs continue to be included on the development worksheets.

All costs are estimates and are given in 2010 dollars, although an inflation factor has been incorporated into the unit costs. In general, the estimates reflect the average costs for the improvements identified and do not reflect circumstances at a given airport. The improvements and costs for the earlier time periods are more detailed and reflect current planning by the sponsors; however, some of the projects programmed for the first five years may be shifted into later time periods. Some projects may also be moved forward to earlier time periods.

To be eligible for federal funds under the FAA's Airport Improvement Program (AIP), a TASP airport must also be in the National Plan of Integrated Airport Systems (NPIAS). NPIAS airports are those identified by the FAA as having significance to the national transportation system. At many NPIAS airports within the TASP, there are additional improvements required for which the FAA will not provide funding assistance. For this reason, Texas has its own funding programs to address improvement needs identified through the planning process. Landside development items such as automobile parking and terminal buildings for example are provided through state funding programs. Other items such as fuel systems and hangars are shown as needs at our General Aviation airports where appropriate, and are

eligible for federal funding only through the federal Non-Primary Entitlement Program. In order to assess the overall financial impact of the plan implementation, projects that are ineligible for federal funding are included since they are considered to be identified needs. Consequently, these needs should be considered as part of the costs of implementation of the plan.

The planning process has attempted to identify a realistic improvement program for each airport; however, it is recognized that not all sponsors may be able to implement the improvements for their airports as shown nor will there necessarily be public funding available. There may also be improvements that have not been identified in the plan which may become important in the future due to changing conditions.

Commercial Service Airports

Primary Commercial Service

Primary Commercial Service airports account for the largest share of improvement costs required over the next 20 years; however, as mentioned in a previous section of this report, those costs are not included in this publication due to the volatile nature of commercial airport needs and the difficulty in obtaining consistent, up-to-date information. The Federal Aviation Administration handles all Commercial Service Airport Improvement Program (AIP) funding.

Among the Primary Commercial Service airports in the TASP, the two large hubs – Dallas/Fort Worth International and George Bush Intercontinental – account for 70.3 percent of the state's scheduled passenger enplanements. Those enplanements combined with the enplanements at the medium hubs – William P. Hobby, Love Field, San Antonio International, Austin, and El Paso International – account for a total of 92.4 percent of the state's enplanements.

Not surprisingly, most of the primary commercial service improvements are programmed for these airports which are expected to bear the brunt of increased enplanements in the immediate future. Most of the improvements slated for these larger airports are generally related to increasing airport capacity.

Non-Primary Commercial Service

Currently, there is one Non-Primary Commercial Service airport in the plan. The implications of this role classification are discussed in the section on financial assistance. No development costs are shown in this category.

General Aviation

Relievers

Improvement costs for the 24 Reliever airports in the TASP represent 54 percent of the five-year development costs. Projects needed to meet airport design standards account for the largest share of the improvement costs at Reliever airports, followed by costs associated with maintaining and preserving airport pavements. Table 10 presents development costs by program objective for Reliever airports.

Since most Reliever airports are located in urban areas, costs associated with their development can be significantly greater than for similar airport improvements in rural areas.

Reliever airports have become increasingly important to the overall capacity of the airport system and significant improvements have been funded and constructed at several of these airports since the last TASP update. The need for five new designated Reliever airports to supplement the system capacity is recognized in the plan. These airports are located within our growing metropolitan areas. These candidate airport costs are included within the Business/Corporate implementation totals.

Business/Corporate Airports

An estimated $251 million over the next five years will be required for the 67 Business/Corporate airports. These improvements are largely related to meeting design standards at airports that accommodate business jet traffic (see Table 6). The additional runway and taxiway pavement required to meet these specifications is the reason for the higher per airport cost for the development of Business/Corporate airports, although many of the Community Service airports are also designed to accommodate jet traffic.

Community Service Airports

Community Service airport improvements are estimated at almost $171 million for the next five years (Table 10). There are 106 community airports in the system plan. Included in this amount are costs for construction of two new airports in the short term and one proposed airport in the long term. The single largest expenditure will be for bringing existing airports up to design standards, followed by the

costs associated with preserving the investment currently in place and with upgrades to accommodate more demanding aircraft.

Basic Service Airports

The improvements identified on the development worksheets for the 68 Basic Service airports for the next five years are $79 million. Most of the costs shown in Table 10 are associated with bringing existing facilities up to standards and the reconstruction of deteriorating pavement.

Basic Service airports are the lowest service role and provide limited additional access to the state's economic activity. Expenditures on Basic Service airports preserve the public investment already made in the facility. The TASP does not reflect significant increased investment in basic utility airports.

Summary of Development Costs by Project Type

A summary of five-year development costs for the general aviation role and Reliever airports by the type of improvement is included in Table 10. Altogether, almost $600 million in improvements have been identified for the Reliever airports, while over $500 million in improvements have been identified for Business/Corporate, Community and Basic Service facilities. The largest category of improvements for all General Aviation airports is airport paving, including runways, taxiways and aprons. Improvements in the "other" category include, but are not limited to lighting, fencing and drainage improvements.

TASP airports, including Commercial Service airports, rely on public financing. As with the other components of the community infrastructure, the public role in the development of the air transportation system includes providing the necessary facilities. Funding for the implementation of the TASP and its implications are discussed in the following section.

TABLE 9. TASP CAPITAL IMPROVEMENT OBJECTIVES

Projects for Existing Airports		
1	Safety	Work required to improve safe aircraft operations.
2	Preservation	Work required to preserve the functional or structural integrity of the airport.
3	Standards	Improvements required to bring the airport to design standards for current users.
4	Upgrade	Improvements required to expand the airport to accommodate larger aircraft or longer stage lengths consistent with the airport's functional classification.
5	Capacity	Expansion required to accommodate more aircraft or higher activity levels.
Projects for New Airports		
6	Access	A new airport that will provide access to an area currently unserved.
7	Capacity	A new airport required to supplement capacity or relieve congestion at other airports in the area.

Source: Texas Department of Transportation, Aviation Division, 2010.

TABLE 10. SUMMARY OF 5-YEAR TASP RELIEVER AIRPORT DEVELOPMENT COSTS BY PROGRAM OBJECTIVE (IN THOUSANDS OF DOLLARS)

	Safety	Preservation	Standards	Capacity	Planning	Misc.	Total
Reliever	$7,600	$96,245	$432,747	$43,124	$2,554	$12,456	$594,726
Business/ Corporate	$439	$123,355	$105,769	$11,338	$1,615	$8,997	$251,513
Community Service	$45	$75,268	$75,812	$13,352	$1,350	$5,669	$171,497
Basic Service		$27,963	$47,390	$686	$390	$2,892	$79,322
	$8,084	**$322,831**	**$661,719**	**$68,501**	**$5,909**	**$30,014**	**$1,097,057**

Source: Texas Department of Transportation, Aviation Division, 2010.

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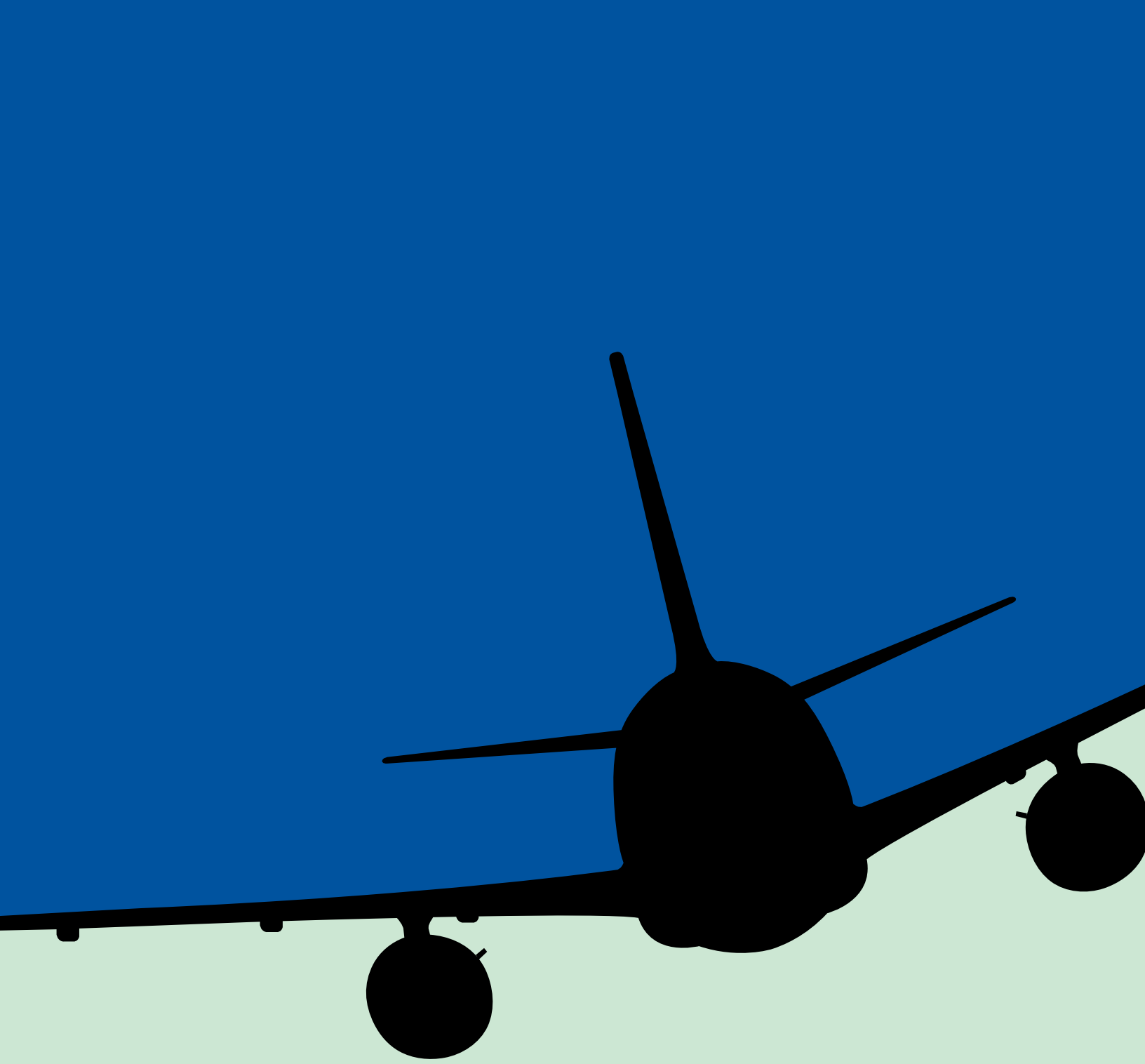


FUNDING

Introduction

The airports in the TASP have varying abilities to fund the improvements identified in the TASP Implementation Cost section. The majority of the Commercial Service airports may be capable of generating airport revenue that will pay for the cost of operating and maintaining the airport; however they will require financial assistance for major capital improvements of the type identified in the TASP. At the other end of the spectrum, smaller General Aviation airports may not be able to meet total operating costs or fund capital improvements as indicated in the TASP.

Federal government grant programs will continue to play a major role in funding the implementation of the TASP. The state of Texas and local government airport sponsors also have roles in funding airport improvements. This section of the system plan update will discuss these funding roles and how funding contributes to financing the TASP improvements.

The Federal Role

The federal government through the FAA historically has had a major role in support of the national system of airports. The Airport and Airway Trust Fund, where aviation user fees and aviation component taxes are deposited, was established by the Airport and Airway Revenue Act of 1970. Improvements to the airport and airway system are financed from the Trust Fund through grants to eligible public airport sponsors.

The 1982 Airport and Airway Improvement Act established the present Airport Improvement Program (AIP) that provides assistance to many of the TASP airports. In 1993, Texas became a Block Grant State and assumed the responsibility of administering FAA funding for General Aviation airports. In 1997, responsibility for Reliever airports was added, and in 2002, Non-Primary Commercial Service airports were added. Under the state block grant program, Texas has greater discretion and flexibility in selecting, developing, and administering projects, thus further strengthening the airport development program. Texas is one of 10 states currently participating in the State Block Grant program.

Airport Improvement Program

The AIP uses Trust Fund monies to assist airports included in the National Plan of Integrated Airport Systems (NPIAS) with airport improvements. The NPIAS airports are those that the FAA designates as the most essential to the national air transportation system. Private airports are included in the NPIAS if they are essential to the system. Texas airports included in the NPIAS are also in the TASP, however, not all of the TASP airports have been included in the NPIAS.

Trust Fund revenues come from an assortment of aviation user fees and taxes, as shown by type, cost and percentage of total on Figure 29. The United States Congress makes annual allocations from the Trust Fund. There are approximately 20,000 airports in the United States, but only about 3,400 are eligible for federal funding under the AIP. Nationally, the Century of Aviation Reauthorization Act (Vision 100) authorized the following amounts for the Texas AIP: Fiscal Year 2004, $40 million; FY 2005, $41 million; FY 2006, $42 million; and FY 2007, $46 million. As the FAA has operated on continuing resolutions until reauthorization can be realized, funding levels have remained approximately at the 2007 level.

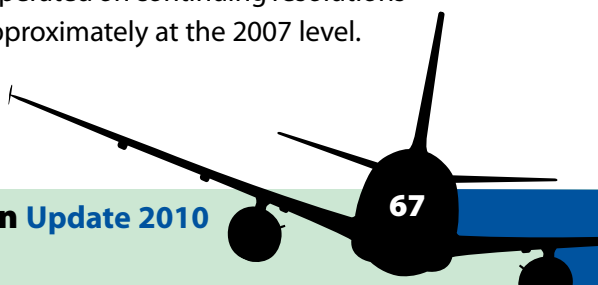
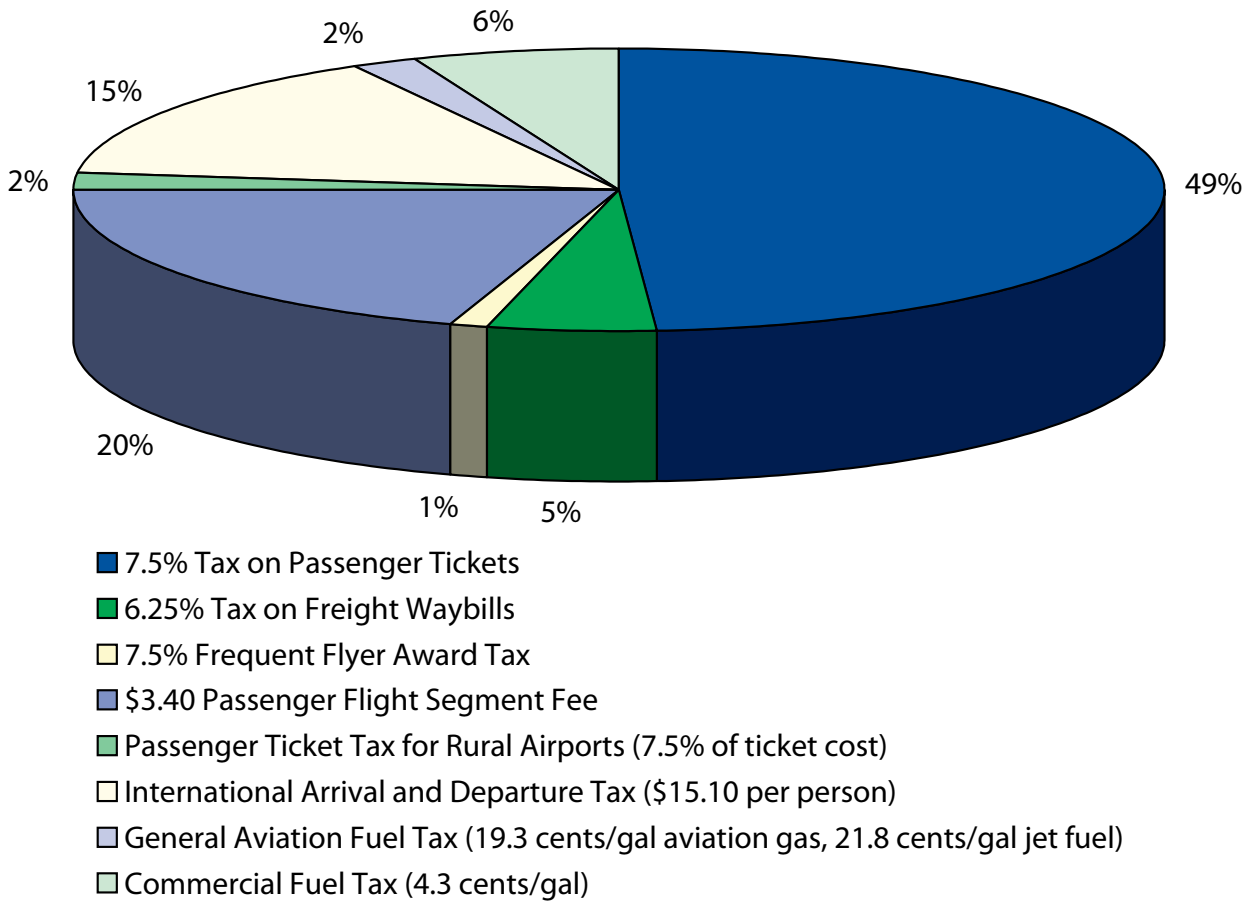


FIGURE 29. 2005 FEDERAL AVIATION TRUST FUND REVENUES

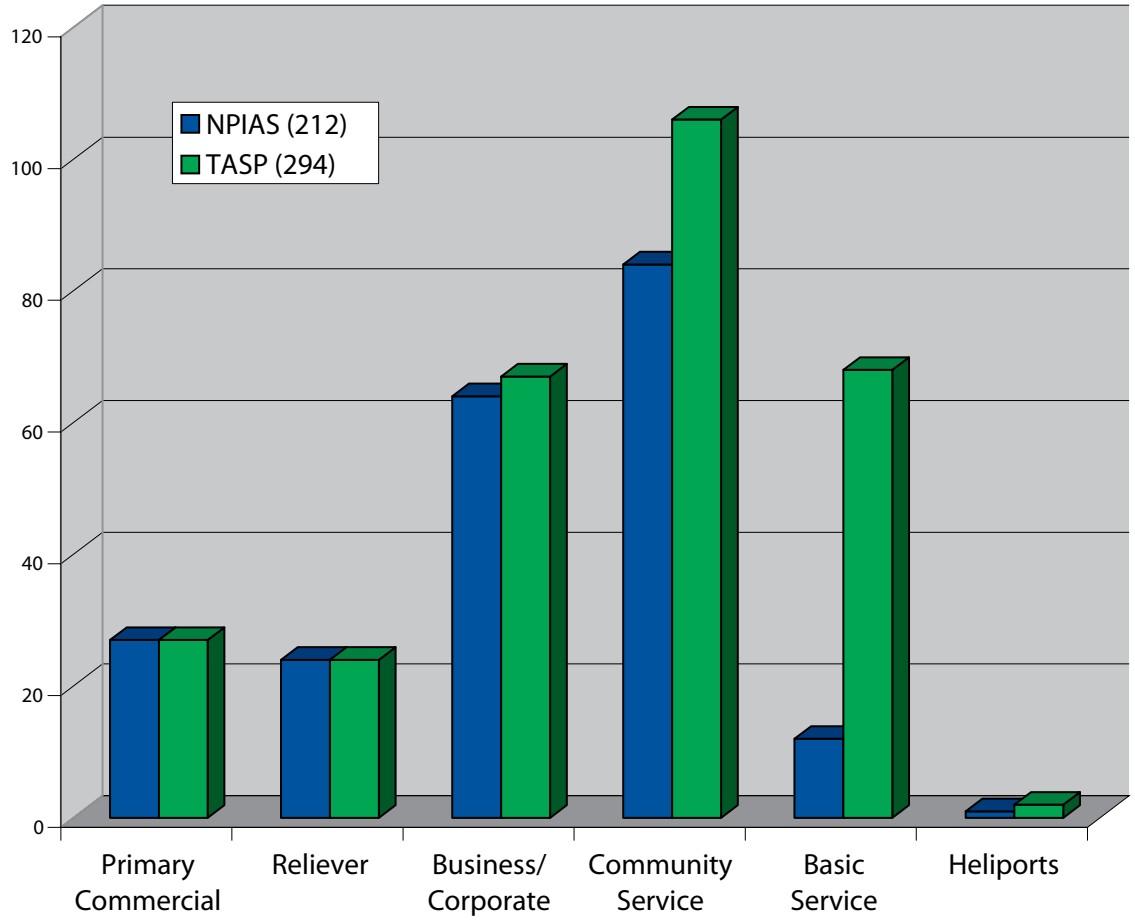


Source: Federal Aviation Administration, 2005.

Grants are made to eligible recipients by the FAA or through the State Block Grant Program. An airport must be included in the NPIAS to be eligible for federal AIP grants. Figure 30 identifies the relationship between the state and federal system plans. From Figure 30, it is evident that the airports in certain TASP functional classes are less likely to be included in the NPIAS, therefore fewer are eligible for federal aid.

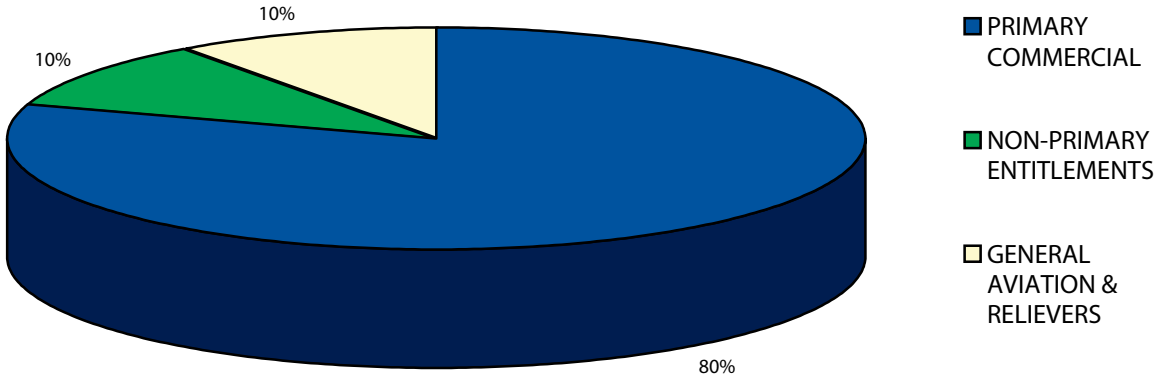
The fact that a General Aviation airport is included in the NPIAS does not ensure that it will receive federal grants. The limit on AIP appropriations and FAA program priorities determine where the available funding is allocated. Figure 31 shows the grants allocated by the FAA for 2005.

FIGURE 30. TASP COMPARED TO THE NPIAS



Source: Texas Department of Transportation, Aviation Division, 2010

FIGURE 31. FY 2005 AIP FORMULA DISTRIBUTION U.S. TOTALS



Source: Federal Aviation Administration, 2005

Commercial Service Airports

Commercial Service airports have scheduled passenger service with at least 2,500 passenger boardings a year and are owned by nonfederal public entities. Commercial Service airports consist of primary and non-primary airports.

Primary Commercial Service Airports

Primary Airports are commercial airports with more than 10,000 passenger boardings per year. Those airports are eligible for AIP funds provided by formula in the current FAA Airport Improvement Handbook. The FAA divides primary airports into two major categories: *hubs*, which provide at least 0.05 percent of annual passenger boardings, and *non-hubs*, which provide less that 0.05 percent of that total. Hubs are further classified as large, medium, and small.

- ***Large hubs*** are airports that account for at least one percent or more of total annual U.S. passenger boardings.
- ***Medium hubs*** are airports that account for at least 0.25 percent but less than one percent of total annual U.S. passenger boardings.
- ***Small hubs*** are airports that account for at least 0.05 percent but less than 0.25 percent of total annual U.S. passenger boardings.
- ***Non-hubs*** are Commercial Service airports with less than 0.05 percent of total annual U.S. passenger boardings, but more than 10,000 boardings annually.

Grants to large and medium hub Primary Commercial Service airports are for 75 percent of eligible project costs. The remaining Primary Commercial Service airports are eligible for grants for 90 percent of eligible costs.

Non-Primary Commercial Service Airports

Airports that have 2,500 but less than 10,000 passenger boardings a year are classified as non-primary. These airports do not receive AIP primary entitlement funding but compete nationally for the total AIP allocation that has been set aside for Non-Primary Commercial Service airports.

As is evident from Figure 31, airports that have scheduled commercial service receive the largest percentage of AIP funds. These airports are currently the focus of FAA activity to increase the capacity of the nation's major airports and the airway system.

Under Vision 100 the maximum entitlement grant is $22 million annually with minimum entitlement of $650,000 per airport. Airports are also entitled to funds based on their share of the total U.S. freight tonnage if landings are at least 100 million pounds annually.

Non-Commercial Airports

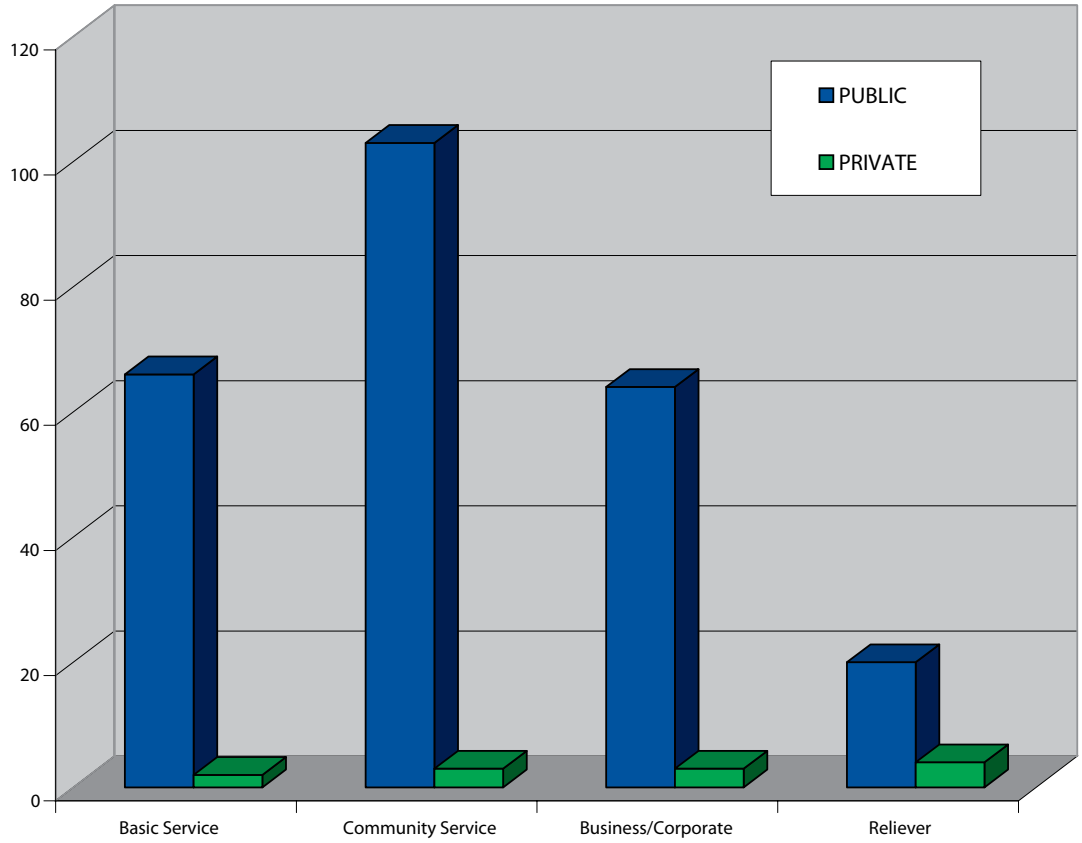
The FAA classifies non-commercial airports as Reliever airports, General Aviation airports, and General Aviation airports that are not included in the NPIAS.

Reliever Airports

To discourage general aviation from further congesting many large and medium hubs, the FAA has designated and developed certain noncommercial airports in metropolitan areas as Reliever airports. There are approximately 260 Reliever airports nationwide. Reliever airports received designated funding from the Aviation Trust Fund prior to 1997 before being moved into the federal state apportionment formula. Since 1997, Texas has funded Reliever airports through the State Block Grant Program.

There are 14 privately owned General Aviation airports in the TASP. The highest percentage of these is in the Reliever category as can be seen in Figure 32. Because Reliever airports have such an important role in the NPIAS, the FAA amended its policy of funding only publicly owned airports. Privately owned airports other than Relievers are not eligible for federal funding. It should be noted that the future of several privately owned General Aviation and Reliever facilities are currently of concern and studies are being accomplished regarding possible public acquisition of facilities at risk.

FIGURE 32. PRIVATELY OWNED VS. PUBLIC GENERAL AVIATION AIRPORTS IN THE TASP



Source: Texas Department of Transportation, Aviation Division, 2010.

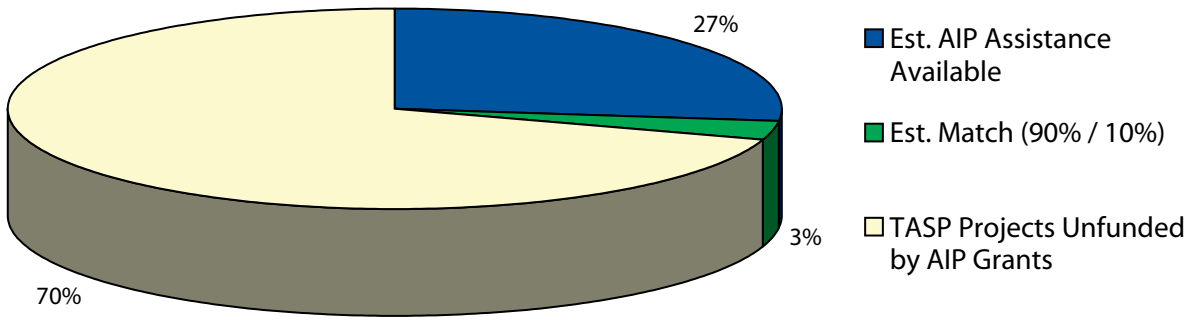
General Aviation

In 2009, the FAA included 2,889 General Aviation and Reliever airports in the NPIAS. General Aviation airports in this category base at least 10 locally owned aircraft and are a minimum of 30 minutes by ground transportation from the nearest NPIAS airport. Figure 31 shows that federal funding for General

Aviation and Reliever airports is more limited than for Commercial Service airports. AIP grants for General Aviation and Reliever airports are made from the state's apportionment of the Trust Fund allocation set-aside for General Aviation and Reliever airports. Presently, Texas expects to receive approximately $26 million annually in federal apportionment funds, $25 million in non-primary entitlement funds, and $9 million in discretionary funds for General Aviation and Reliever airports. The estimated $60 million annual amount has been used for planning purposes. This money is administered for General Aviation and Reliever airports by the state under state legislative and federal State Block Grant directives.

The capital improvements included in the TASP for General Aviation and Reliever airports in the next five years are estimated to total $1.1 billion. The expected amount of AIP funding is shown in Figure 33. Total AIP grants of $300 million would finance $333 million in projects with 90 percent federal/10 percent local funding. If the AIP were federally funded at $60 million per year, 30 percent of the improvement projects would be funded. Consequently, there would be an annual average of $153 million in projects for which federal aid would not be available.

FIGURE 33. FIVE YEAR GENERAL AVIATION DEVELOPMENT NEEDS AND ESTIMATED AIP FUNDING



Source: Texas Department of Transportation, Aviation Division, 2010

Other Federal Programs

Hangar Program

If all airside needs are met, an airport sponsor may pursue 80 percent grant funding for the construction of hangars if access pavement is included or 75 percent funding if pavement is in place. The sponsor must provide justification in the form of contracts, lease agreements, and show location of the hangar on the latest approved Airport Layout Plan (ALP), a copy of the airport's hangar lease and rate structure, and adopted airport minimum standards. The only funding available for the hangar construction projects are Non-Primary Entitlements.

Fuel Program

Similar to the hangar program, airports without a fuel dispensing system are eligible to participate in 75 percent grant funding for the above ground Fuel Facility Development program utilizing Non-Primary Entitlement funds. Before any funding is approved, the airport's airside needs must be met. In

addition, the sponsor should have fuel rate and flowage fee standards, an approved ALP designating the construction area, adopted airport minimum standards and evidence of compliance with environmental regulations.

Air Traffic Control Towers (ATCT)

In 2003, following the passage of an federal funding bill, the ATCT building program offered 90 percent grants up to a maximum of $1.5 million to qualifying sponsors for construction of traffic control towers and associated communication equipment. Candidates are typically airports in the metropolitan areas of the state. The airport sponsor is eligible for assistance if their FAA calculated Benefit/Cost Ratio (B/C) meets current standards. This also qualifies the airport sponsor to participate in the FAA Contract Tower Funding Program for funding the air traffic controllers to staff the facility. There are six airports in the TASP that have received grants for the ATCT program and four completed and operating towers.

Commercial Service airports generate revenue from airline user fees, terminal concessions, parking fees and property leases. These revenues permit the airport sponsors to issue revenue bonds for airport improvements. The smaller General Aviation airports do not have the level or type of activity that permits them to fund their improvements in the same manner.

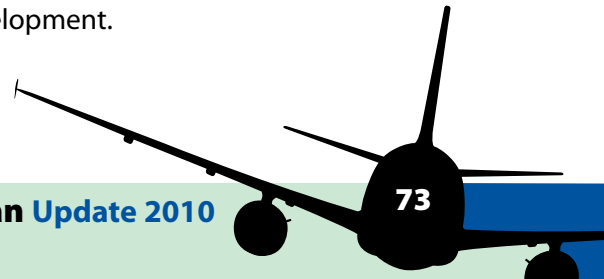
Most General Aviation airports and many of the smaller Commercial Service airports rely on general fund contributions or general obligation bonds issued by their sponsors for funding capital improvements. Any revenues generated by the airport are used for airport maintenance and operations. Although not totally self sufficient, General Aviation and Reliever Airports perform vital functions in the TASP. As with other types of public infrastructure, there are roles for federal, state, local and private involvement. The role of the state of Texas in implementing the TASP is discussed in the following paragraphs.

The State Role

The value of an airport is not just in the on-airport jobs created, the personal property taxes collected or as a place to enjoy the fun of flying. The real value of an airport is the foundation it provides for a community to maintain, develop and diversify its economy. The TASP is structured to provide reasonable air access to all parts of the state for the population, economic resources and the support of industrial based activities.

Businesses are using general aviation to a far greater extent than ever before. The scheduling, speed, direct routing and security advantages for both domestic and international travel have made business aviation the fastest growing segment of the general aviation community. Business aviation, as reflected in sales and hours flown, continues to show modest growth and can be expected to grow at a faster rate than the other segments of general aviation. The use of business aviation will continue to have a dominant effect not only on the aviation industry but also on the entire state economy.

These factors strongly suggest that the state of Texas needs a program that fosters the development of General Aviation airports that will support the state's economic development.



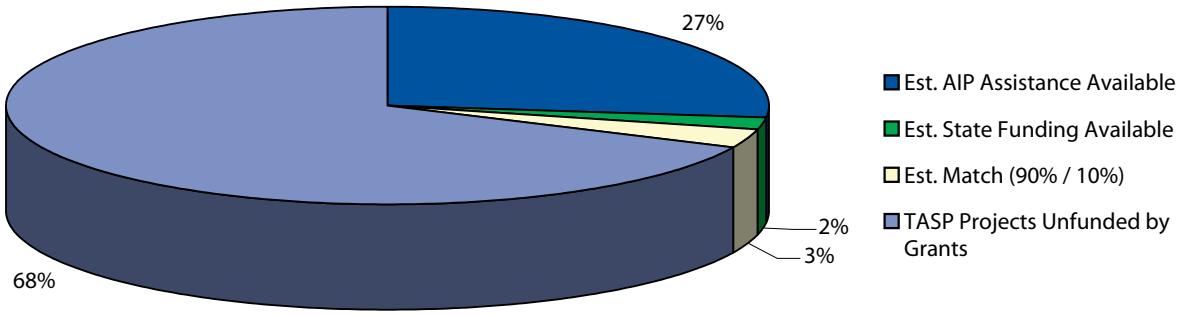
The State's Role in Previous Years

Historically, Texas has directed its aviation facilities development activity toward smaller communities. This was at the specific direction of the Legislature which placed population and grant limit riders on appropriations to the Texas Aeronautics Commission during the 1970s. Review of state-funded projects since the inception of the program in 1966 shows that most grants through the 1980s had been for airports serving cities with populations of less than 5,000.

In 1989, the legislature created the Texas Department of Aviation (TDA) and enacted "channeling" legislation that mandated the TDA to act as the agent for General Aviation airport sponsors for the purpose of applying for, receiving and disbursing federal funds. Through this legislation, the TDA assumed major responsibility for the development of the state's air transportation system. The state government, realizing the value of airports as a vital component of economic development began a state managed aviation facilities funding program that strengthened the ability of the state to participate in the development of the Texas air transportation system.

In 1992, the TDA was consolidated with the State Department of Highways and Public Transportation to create the Texas Department of Transportation (TxDOT). The state aviation program was created as a separate division within TxDOT assuming all duties of the TDA. The state grant program continued to grow within TxDOT Aviation Division as funding was more than doubled in 1994 and nearly doubled again in 1995. In 1997, TxDOT's role in airport development was again expanded when Reliever airports were added to Texas' federal funding program. The state appropriation has increased from $1 million in 1990 to the current appropriation of $16 million for a total of over $228 million invested in an airport system that supports business, industry, manufacturing, mineral resources and agriculture – literally every segment of the state's economy.

FIGURE 34. FIVE YEAR GENERAL AVIATION DEVELOPMENT NEEDS AND ESTIMATED AIP/TEXAS STATE FUNDING



Other State Programs

Routine Airport Maintenance Program

Airport maintenance has been a challenge at many airports across the state. Communities in many instances do not have the resources to perform needed services and funding is always an issue. In 1996, TxDOT Aviation Division began an annual Routine Airport Maintenance Program (RAMP) with five pilot TxDOT districts. The program was designed to assist communities with maintenance programs by offering state financial assistance. State funds were used to match local funds on a 50/50 basis with a $10,000 maximum in state funds per airport per year. Airports could utilize the services of TxDOT local districts and their contracts for crack sealing, herbiciding, striping, marking and other similar services. The initial program was a success and has expanded to allow all publicly owned/operated airports, including non-hub primary commercial service airports, in the TASP to participate in the current program maximum of $50,000 in state funds per airport per year. Services have been expanded to include other items such as airport lighting and maintenance, airport entrance road construction, pilot lounges, environmental compliance and AWOS maintenance. Airport sponsors are now able to use the program for almost any item that will enhance and increase the functionality of the airport. Over the years, the program has grown from 30 participating airports with total expenditures of $250,000 to over 200 airports with expenditures of almost $3 million

Airport Terminal Grant Program

The TxDOT Aviation Division Airport Terminal Grant Program provides 50 percent matching funds up to $500,000 to sponsors of eligible publicly owned airports for construction of new terminal buildings or remodeling existing terminal buildings, as well as up to $100,000 in matching funds for appropriate vehicle parking and entrance roads. To be eligible for consideration for a terminal grant, an airport must have a full time airport manager on site and aviation fuel available for sale to the general flying public. Number of based aircraft, transient traffic and sponsor commitment to the airport also contribute to grant eligibility. To date, forty-six terminal building projects have been completed, and the program averages five buildings per year.

Automated Weather Observing Systems

In 1997, Texas received $1 million for grants to install automated weather observing systems (AWOS), visual approach aids, and protective fencing through a federal innovative financing program for the block grant states. Texas installed 16 AWOS systems across the state with the innovative 75 percent federal/25 percent local funding. The state has continued the program. To date a total of 83 current AWOS installations have been completed.

Adopt-An-Airport Program

The Adopt-an-Airport Program allows private citizens an opportunity to support the TxDOT's beautification programs by adopting an airport for the purposes of beautifying, creating a better image and enhancing public awareness of the airport. Only publicly owned/operated airports included in the TASP are eligible to participate in the program. Members or employees of civic and nonprofit organizations, employees of private businesses and governmental entities, and families are eligible to participate.

The Role of Local Government

Local governments, cities and counties are typically the owners and sponsors of the airports that serve their communities. Implementation of the TASP is a joint process with state, federal and local agencies. Local sponsors have an integral part in initiating airport improvements and requesting financial assistance.

Typically the sponsor share of project costs for both federal and state funding is 10 percent. Faced with competing financial needs many sponsors have been unable to raise even 10 percent of the cost of airport maintenance or improvements. The problem lies not with the level of interest or enthusiasm of the local government but with the limited sources of revenue available for capital improvements. Communities are faced with improving roads, water systems, parks and many other needs that compete for available funding for airport maintenance or improvements.

The airports included in the TASP represent a resource not only to the communities immediately served by them, but also to the state as a whole. Publication of the TASP provides justification and determination of the investment cost to be shared by local and governmental agencies to preserve the state's aviation infrastructure. Bringing the TASP to airport sponsors in regional meetings and individual airport project development meetings helps bring the funding needs of the TASP to local officials attention for budgeting and planning purposes. Sponsor support of the TASP is vital to keep the system components working. Funding support for the TASP will ensure that the economic growth and competitive position of the state is supported by a fully developed state airport system.

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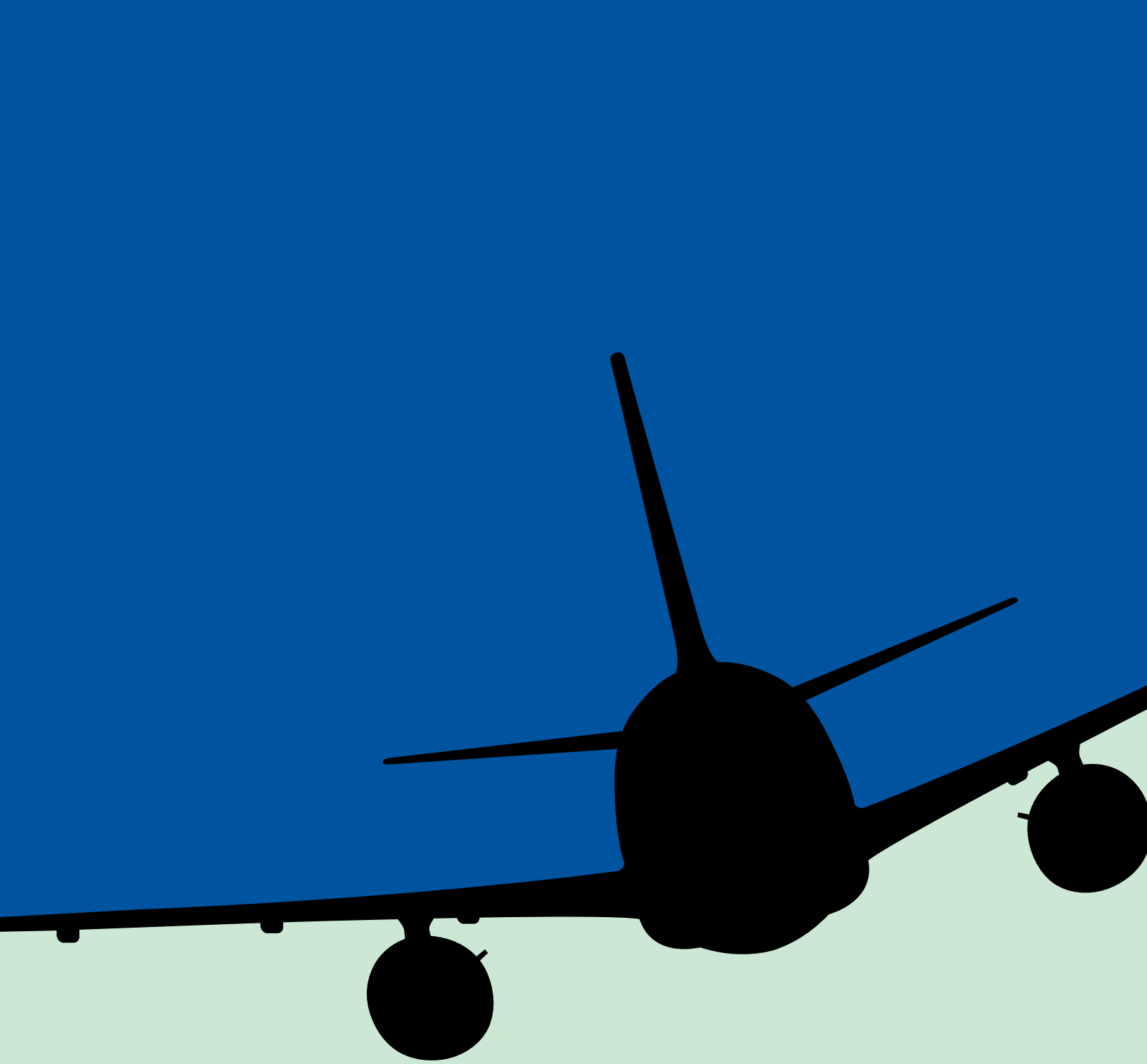

APPENDIX

TASP AIRPORTS BY ASSOCIATED CITY

KEY TO APPENDIX HEADINGS	
City	Usually, the city located closest to the airport.
Airport (New)	Name of airport, which may or may not be the same as, associated city or county. (New, for planned facilities only).
Airport ID	The location identifier is a three or four character FAA code. Identifiers that include numbers mean the airport has no automated weather observation system present.
County Name	The name of the county in Texas where the airport is located.
NPIAS Airport	Included in National Plan of Integrated Airport Systems (yes or blank).
State Role	Airport's classification based on the type of service it is expected to provide: BS - Basic Service; CS - Community Service; BC - Business/Corporate; RL - Reliever; CMS - Commercial Service
Current Design Standard	A coding system used to categorize aircraft by runway approach speed (categories A through E) and aircraft wingspan (Group 1 through VI).
Functional Category	Related specifically to the type of use the airport receives or is expected to receive.

City	Airport	Airport ID	County Name	NPIAS Airport	State Role	Current Design Standard	Functional Category
ABERNATHY	ABERNATHY MUNI	F83	HALE		BS	A-II	ACCESS
ABILENE	ABILENE RGNL	ABI	TAYLOR	Y	CMS	C-IV	COMMERCIAL
ALBANY	ALBANY MUNI	T23	SHACKELFORD		CS	B-I	ACCESS
ALICE	ALICE INTL	ALI	JIM WELLS	Y	BC	C-II	REGIONAL
ALPINE	ALPINE-CASPARIS MUNI	E38	BREWSTER	Y	BC	B-II	REGIONAL
AMARILLO	RANDALL COUNTY (NEW)	xxx	MILLS		CS	B-I	MULTI
AMARILLO	RICK HUSBAND AMARILLO INTL	AMA	POTTER	Y	CMS	D-IV	COMMERCIAL
AMARILLO	TRADEWIND	TDW	RANDALL		CS	B-I	MULTI
ANAHUAC	CHAMBERS COUNTY	T00	CHAMBERS	Y	CS	B-II	MULTI
ANDREWS	ANDREWS COUNTY	E11	ANDREWS	Y	CS	B-II	MULTI
ANGLETON/LAKE JACKSON	BRAZORIA COUNTY	LBX	BRAZORIA	Y	RL	C-II	RELIEVER
ARLINGTON	ARLINGTON MUNI	GKY	TARRANT	Y	RL	C-II	RELIEVER
ASPERMONT	STONEWALL COUNTY	T60	STONEWALL	Y	BS	B-I	ACCESS
ATHENS	ATHENS MUNI	F44	HENDERSON	Y	CS	B-I	MULTI
ATLANTA	HALL-MILLER MUNI	ATA	CASS	Y	CS	B-I	MULTI
AUSTIN	AUSTIN EXECUTIVE	EDC	TRAVIS		BC	C-II	RELIEVER
AUSTIN	AUSTIN-BERGSTROM INTL	AUS	TRAVIS	Y	CMS	D-V	COMMERCIAL
BALLINGER	BRUCE FIELD	E30	RUNNELS		CS	B-I	MULTI
BAY CITY	BAY CITY MUNI	BYY	MATAGORDA	Y	BC	B-II	REGIONAL
BEAUMONT	BEAUMONT MUNI	BMT	JEFFERSON	Y	CS	B-II	MULTI
BEAUMONT/PORT ARTHUR	SOUTHEAST TEXAS RGNL	BPT	JEFFERSON	Y	CMS	C-IV	COMMERCIAL
BEEVILLE	BEEVILLE MUNI	BEA	BEE	Y	CS	B-II	MULTI
BERCLAIR	GOLIAD COUNTY INDUSTRIAL AIRPARK	7T3	GOLIAD	Y	CS	B-II	INDUSTRIAL
BIG LAKE	REAGAN COUNTY	E41	REAGAN		BS	A-II	MULTI
BIG SPRING	BIG SPRING MC MAHON-WRINKLE	BPG	HOWARD	Y	BC	C-II	REGIONAL
BISHOP	BISHOP MUNI	07R	NUECES		BS	B-I	MULTI
BONHAM	JONES FIELD	F00	FANNIN	Y	CS	B-II	MULTI
BORGER	HUTCHINSON COUNTY	BGD	HUTCHINSON	Y	BC	B-II	REGIONAL
BOWIE	BOWIE MUNI	0F2	MONTAGUE	Y	CS	B-I	MULTI
BRADY	CURTIS FIELD	BBD	MCCULLOCH	Y	BC	B-II	MULTI

City	Airport	Airport ID	County Name	NPIAS Airport	State Role	Current Design Standard	Functional Category
BRECKENRIDGE	STEPHENS COUNTY	BKD	STEPHENS	Y	BC	B-II	REGIONAL
BRENHAM	BRENHAM MUNI	11R	WASHINGTON	Y	BC	B-II	MULTI
BRIDGEPORT	BRIDGEPORT MUNI	XBP	WISE	Y	CS	B-I	MULTI
BROWNFIELD	TERRY COUNTY	BFE	TERRY	Y	CS	B-II	MULTI
BROWNSVILLE	BROWNSVILLE/SOUTH PADRE ISLAND INTL	BRO	CAMERON	Y	CMS	D-IV	COMMERCIAL
BROWNWOOD	BROWNWOOD RGNL	BWD	BROWN	Y	BC	C-II	REGIONAL
BRYAN	COULTER FIELD	CFD	BRAZOS	Y	CS	B-II	MULTI
BUFFALO/CENTERVILLE	LEON COUNTY	xxx	LEON		BS	B-I	NEW ACCESS
BURNET	BURNET MUNI KATE CRADDOCK FIELD	BMQ	BURNET	Y	BC	B-II	REGIONAL
CADDO MILLS	CADDO MILLS MUNI	7F3	HUNT	Y	CS	B-II	MULTI
CALDWELL	CALDWELL MUNI	RWV	BURLESON		BS	B-I	MULTI
CAMERON	CAMERON MUNI AIRPARK	T35	MILAM	Y	BS	B-I	AGRICULTURE
CANADIAN	HEMPHILL COUNTY	HHF	HEMPHILL	Y	CS	B-II	MULTI
CARRIZO SPRINGS	DIMMIT COUNTY	CZT	DIMMIT	Y	BC	B-II	SPECIAL
CARTHAGE	PANOLA COUNTY-SHARPE FIELD	4F2	PANOLA	Y	CS	B-II	MULTI
CASTROVILLE	CASTROVILLE MUNI	CVB	MEDINA	Y	CS	B-II	MULTI
CENTER	CENTER MUNI	F17	SHELBY	Y	BC	B-II	MULTI
CHILDRESS	CHILDRESS MUNI	CDS	CHILDRESS		CS	B-II	MULTI
CISCO	CISCO MUNI	3F2	EASTLAND		BS	B-I	ACCESS
CLARENDON	SMILEY JOHNSON MUNI/BASS FIELD	E34	DONLEY		BS	B-I	MULTI
CLARKSVILLE	CLARKSVILLE/RED RIVER CTY-J D TRISSELL FLD	LBR	RED RIVER	Y	BS	B-I	MULTI
CLEBURNE	CLEBURNE MUNI	CPT	JOHNSON	Y	BC	C-II	RELIEVER
CLEVELAND	CLEVELAND MUNI	6R3	LIBERTY	Y	CS	B-II	MULTI
CLIFTON	CLIFTON MUNI/ISENHOWER FIELD	7F7	BOSQUE	Y	BS	A-I	MULTI
COLEMAN	COLEMAN MUNI	COM	COLEMAN	Y	CS	B-II	MULTI
COLLEGE STATION	EASTERWOOD FIELD	CLL	BRAZOS	Y	CMS	D-IV	COMMERCIAL
COLORADO CITY	COLORADO CITY	T88	MITCHELL		CS	B-II	AGRICULTURE
COLUMBUS	ROBERT R WELLS JR	66R	COLORADO		CS	B-I	MULTI
COMANCHE	COMANCHE COUNTY-CITY	MKN	COMANCHE	Y	CS	B-II	MULTI
COMMERCE	COMMERCE MUNI	2F7	HUNT	Y	CS	B-I	MULTI

City	Airport	Airport ID	County Name	NPIAS Airport	State Role	Current Design Standard	Functional Category
CORPUS CHRISTI	CORPUS CHRISTI INTL	CRP	NUECES	Y	CMS	D-IV	COMMERCIAL
CORSICANA	C DAVID CAMPBELL FIELD-CORSICANA MUNI	CRS	NAVARRO	Y	CS	B-II	REGIONAL
COTULLA	COTULLA-LA SALLE COUNTY	COT	LA SALLE	Y	BC	B-II	SPECIAL
CRANE	CRANE COUNTY	E13	CRANE		BS	A-I	ACCESS
CROCKETT	HOUSTON COUNTY	DKR	HOUSTON	Y	CS	B-II	MULTI
CROSBYTON	CROSBYTON MUNI	8F3	CROSBY		BS	B-I	MULTI
CRYSTAL CITY	CRYSTAL CITY MUNI	20R	ZAVALA		BS	B-I	ACCESS
CUERO	CUERO MUNI	T71	DEWITT	Y	BS	A-I	ACCESS
DAINGERFIELD	GREATER MORRIS COUNTY	8F5	MORRIS		BS	A-I	ACCESS
DALHART	DALHART MUNI	DHT	HARTLEY	Y	BC	B-II	REGIONAL
DALLAS	ADDISON	ADS	DALLAS	Y	RL	D-III	RELIEVER
DALLAS	DALLAS CBD VERTIPORT	49T	DALLAS	Y	HE		SPECIAL
DALLAS	DALLAS EXECUTIVE	RBD	DALLAS	Y	RL	C-II	RELIEVER
DALLAS	DALLAS LOVE FIELD	DAL	DALLAS	Y	CMS	D-IV	COMMERCIAL
DALLAS-FORT WORTH	DALLAS/FORT WORTH INTL	DFW	TARRANT	Y	CMS	D-IV	COMMERCIAL
DECATUR	DECATUR MUNI	LUD	WISE	Y	CS	B-I	MULTI
DEL RIO	DEL RIO INTL	DRT	VAL VERDE	Y	CMS	C-II	COMMERCIAL
DELL CITY	DELL CITY MUNI	2E5	HUDSPETH		BS	B-I	AGRICULTURE
DENTON	DENTON MUNI	DTO	DENTON	Y	RL	D-II	RELIEVER
DENVER CITY	DENVER CITY	E57	YOAKUM		CS	A-I	MULTI
DEVINE	DEVINE MUNI	23R	MEDINA	Y	CS	B-I	MULTI
DILLEY	DILLEY AIRPARK	24R	FRIO		BS	B-I	ACCESS
DIMMITT	DIMMITT MUNI	T55	CASTRO	Y	CS	B-I	AGRICULTURE
DRYDEN	TERRELL COUNTY	6R6	TERRELL		BS	B-II	REMOTE
DUBLIN	DUBLIN MUNI	9F0	ERATH		BS	A-I	ACCESS
DUMAS	MOORE COUNTY	DUX	MOORE	Y	CS	B-II	REGIONAL
EAGLE LAKE	EAGLE LAKE	ELA	COLORADO	Y	CS	B-I	AGRICULTURE
EAGLE PASS	MAVERICK COUNTY MEMORIAL INTL	5T9	MAVERICK	Y	BC	C-II	REGIONAL
EASTLAND	EASTLAND MUNI	ETN	EASTLAND	Y	CS	B-I	MULTI
EDINBURG	SOUTH TEXAS INTL AT EDINBURG	EBG	HIDALGO	Y	BC	B-II	MULTI

City	Airport	Airport ID	County Name	NPIAS Airport	State Role	Current Design Standard	Functional Category
EDNA	JACKSON COUNTY	26R	JACKSON	Y	CS	A-I	MULTI
EL PASO	EL PASO INTL	ELP	EL PASO	Y	CMS	D-V	COMMERCIAL
EL PASO	HORIZON	T27	EL PASO		BS	B-I	MULTI
ELDORADO	ELDORADO	27R	SCHLEICHER		BS	A-I	ACCESS
ENNIS	ENNIS MUNI	F41	ELLIS	Y	CS	B-II	MULTI
FABENS	FABENS	E35	EL PASO	Y	BS	B-I	AGRICULTURE
FALFURRIAS	BROOKS COUNTY	BKS	BROOKS	Y	BC	B-II	SPECIAL
FLOYDADA	FLOYDADA MUNI	41F	FLOYD	Y	CS	B-I	MULTI
FOLLETT	FOLLETT/LIPSCOMB COUNTY	T93	LIPSCOMB		BS	A-I	MULTI
FORT HOOD/KILLEEN	ROBERT GRAY AAF	GRK	BELL	Y	CMS	D-IV	COMMERCIAL
FORT STOCKTON	FORT STOCKTON-PECOS COUNTY	FST	PECOS	Y	BC	C-II	REGIONAL
FORT WORTH	FORT WORTH ALLIANCE	AFW	TARRANT	Y	RL	D-V	RELIEVER
FORT WORTH	FORT WORTH MEACHAM INTL	FTW	TARRANT	Y	RL	D-IV	RELIEVER
FORT WORTH	FORT WORTH SPINKS	FWS	TARRANT	Y	RL	C-II	RELIEVER
FREDERICKSBURG	GILLESPIE COUNTY	T82	GILLESPIE	Y	BC	B-II	MULTI
FREER	DUVAL-FREER	T19	DUVAL		BS	A-I	SPECIAL
GAINESVILLE	GAINESVILLE MUNI	GLE	COOKE	Y	BC	B-II	MULTI
GALVESTON	SCHOLES INTL AT GALVESTON	GLS	GALVESTON	Y	RL	C-III	RELIEVER
GARLAND	GARLAND/DFW HELOPLEX	T57	DALLAS	Y	HE		SPECIAL
GATESVILLE	GATESVILLE MUNI	GOP	CORYELL	Y	CS	B-II	MULTI
GEORGE WEST	LIVE OAK COUNTY	8T6	LIVE OAK		CS	B-II	MULTI
GEORGETOWN	GEORGETOWN MUNI	GTU	WILLIAMSON	Y	RL	C-II	RELIEVER
GIDDINGS	GIDDINGS-LEE COUNTY	GYB	LEE	Y	CS	B-II	MULTI
GILMER	FOX STEPHENS FIELD - GILMER MUNI	JXI	UPSHUR	Y	CS	B-II	MULTI
GLADEWATER	GLADEWATER MUNI	07F	GREGG	Y	CS	B-II	MULTI
GOLDTHWAITE	MILLS COUNTY (NEW)	xxx	RANDALL		BC	B-II	MULTI
GONZALES	ROGER M. DREYER MEMORIAL	T20	GONZALES		BS	B-I	MULTI
GRAFORD	POSSUM KINGDOM	F35	PALO PINTO		BS	A-I	SPECIAL
GRAHAM	GRAHAM MUNI	RPH	YOUNG	Y	CS	B-II	REGIONAL
GRANBURY	GRANBURY RGNL	GDJ	HOOD	Y	BC	B-II	MULTI

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GRAND PRAIRIE	GRAND PRAIRIE MUNI	GPM	TARRANT	Y	RL	B-II	RELIEVER
GREENVILLE	MAJORS	GVT	HUNT	Y	BC	D-IV	INDUSTRIAL
GROVETON	GROVETON-TRINITY COUNTY	33R	TRINITY		BS	B-I	ACCESS
GRUVER	GRUVER MUNI	E19	HANSFORD	Y	CS	B-I	MULTI
HALLETTSVILLE	HALLETTSVILLE MUNI	34R	LAVACA		CS	B-I	MULTI
HAMILTON	HAMILTON MUNI	MNZ	HAMILTON	Y	CS	B-II	MULTI
HAMLIN	HAMLIN MUNI	14F	JONES		BS	A-I	AGRICULTURE
HARLINGEN	VALLEY INTL	HRL	CAMERON	Y	CMS	D-V	COMMERCIAL
HASKELL	HASKELL MUNI	15F	HASKELL	Y	BS	B-I	AGRICULTURE
HEARNE	HEARNE MUNI	LHB	ROBERTSON	Y	CS	B-II	MULTI
HEBBRONVILLE	JIM HOGG COUNTY	HBV	JIM HOGG	Y	BC	B-II	SPECIAL
HENDERSON	RUSK COUNTY	RFI	RUSK	Y	CS	B-II	MULTI
HEREFORD	HEREFORD MUNI	HRX	DEAF SMITH	Y	BC	B-II	REGIONAL
HIGGINS	HIGGINS-LIPSCOMB COUNTY	1X1	LIPSCOMB		BS	A-I	ACCESS
HILLSBORO	HILLSBORO MUNI	INJ	HILL	Y	CS	B-II	MULTI
HONDO	HONDO MUNI	HDO	MEDINA	Y	BC	C-II	INDUSTRIAL
HOUSTON	DAVID WAYNE HOOKS MEMORIAL	DWH	HARRIS	Y	RL	C-II	RELIEVER
HOUSTON	ELLINGTON FIELD	EFD	HARRIS	Y	RL	D-IV	RELIEVER
HOUSTON	GEORGE BUSH INTERCONTINENTAL/HOUSTON	IAH	HARRIS	Y	CMS	D-V	COMMERCIAL
HOUSTON	HOUSTON EXECUTIVE	TME	WALLER	*	BC	C-II	RELIEVER
HOUSTON	HOUSTON-SOUTHWEST	AXH	FORT BEND	Y	RL	C-II	MULTI
HOUSTON	LONE STAR EXECUTIVE	CXO	MONTGOMERY	Y	RL	C-III	RELIEVER
HOUSTON	PEARLAND RGNL	LVJ	BRAZORIA	Y	RL	B-II	RELIEVER
HOUSTON	SUGAR LAND RGNL	SGR	FORT BEND	Y	RL	C-II	RELIEVER
HOUSTON	WEST HOUSTON	IWS	HARRIS	Y	RL	B-II	RELIEVER
HOUSTON	WILLIAM P HOBBY	HOU	HARRIS	Y	CMS	D-IV	COMMERCIAL
HUNTSVILLE	HUNTSVILLE MUNI	UTS	WALKER	Y	BC	B-II	REGIONAL
INGLESIDE	T P MC CAMPBELL	TFP	SAN PATRICIO	Y	CS	B-II	MULTI
JACKSBORO	JACKSBORO MUNI	21F	JACK	Y	BS	A-I	ACCESS
JACKSONVILLE	CHEROKEE COUNTY	JSO	CHEROKEE	Y	BC	B-II	MULTI

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JASPER	JASPER COUNTY-BELL FIELD	JAS	JASPER	Y	BC	B-II	REGIONAL
JAYTON	KENT COUNTY	22F	KENT		BS	A-I	AGRICULTURE
JEFFERSON	CYPRESS RIVER	24F	MARION		BS	B-I	ACCESS
JUNCTION	KIMBLE COUNTY	JCT	KIMBLE	Y	BC	C-II	REGIONAL
KENEDY	KARNES COUNTY	2R9	KARNES	Y	CS	B-I	MULTI
KERRVILLE	KERRVILLE MUNI/LOUIS SCHREINER FIELD	ERV	KERR	Y	BC	C-II	REGIONAL
KILLEEN	SKYLARK FIELD	ILE	BELL	Y	BC	C-II	REGIONAL
KINGSVILLE	KLEBERG COUNTY	IKG	KLEBERG	Y	BC	B-II	REGIONAL
KIRBYVILLE	KIRBYVILLE	T12	JASPER		BS	B-I	ACCESS
KNOX CITY	HARRISON FIELD OF KNOX CITY	F75	KNOX		BS	B-I	AGRICULTURE
KOUNTZE/SILSBEE	HAWTHORNE FIELD	45R	HARDIN	Y	CS	B-II	MULTI
LA GRANGE	FAYETTE RGNL AIR CENTER	3T5	FAYETTE	Y	BC	B-II	MULTI
LA PORTE	LA PORTE MUNI	T41	HARRIS	Y	RL	B-II	RELIEVER
LAGO VISTA	LAGO VISTA TX - RUSTY ALLEN	RYW	TRAVIS	Y	CS	B-I	MULTI
LAJITAS	LAJITAS INTL	89TE	BREWSTER		BC	C-II	REMOTE
LAMESA	LAMESA MUNI	2F5	DAWSON	Y	CS	B-II	AGRICULTURE
LAMPASAS	LAMPASAS	LZZ	LAMPASAS	Y	CS	B-II	MULTI
LANCASTER	LANCASTER	LNC	DALLAS	Y	RL	C-II	RELIEVER
LAREDO	LAREDO INTL	LRD	WEBB	Y	CMS	D-IV	COMMERCIAL
LEAKEY	REAL COUNTY	49R	REAL		BS	B-I	REMOTE
LEVELLAND	LEVELLAND MUNI	LLN	HOCKLEY	Y	BC	B-II	REGIONAL
LIBERTY	LIBERTY MUNI	T78	LIBERTY	Y	CS	B-II	MULTI
LITTLEFIELD	LITTLEFIELD MUNI	LIU	LAMB	Y	BS	B-I	MULTI
LIVINGSTON	LIVINGSTON MUNI	00R	POLK	Y	CS	B-I	MULTI
LLANO	LLANO MUNI	AQO	LLANO	Y	CS	B-II	MULTI
LOCKHART	LOCKHART MUNI	50R	CALDWELL	Y	CS	B-II	MULTI
LONGVIEW	EAST TEXAS RGNL	GGG	GREGG	Y	CMS	D-IV	COMMERCIAL
LUBBOCK	LUBBOCK PRESTON SMITH INTL	LBB	LUBBOCK	Y	CMS	D-IV	COMMERCIAL
LUFKIN	ANGELINA COUNTY	LFK	ANGELINA	Y	BC	C-II	REGIONAL
LULING	THE CARTER MEMORIAL	T91	CALDWELL		BS	A-I	ACCESS

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MADISONVILLE	MADISONVILLE MUNI	51R	MADISON		BS	B-I	ACCESS
MARFA	MARFA MUNI	MRF	PRESIDIO	Y	CS	B-II	MULTI
MARLIN	MARLIN	T15	FALLS		BS	A-I	ACCESS
MARSHALL	HARRISON COUNTY	ASL	HARRISON	Y	BC	C-II	REGIONAL
MASON	MASON COUNTY	T92	MASON		CS	B-I	MULTI
MC ALLEN	MC ALLEN MILLER INTL	MFE	HIDALGO	Y	CMS	D-IV	COMMERCIAL
MC CAMEY	UPTON COUNTY	E48	UPTON		BS	B-II	ACCESS
MC KINNEY	COLLIN COUNTY RGNL AT MC KINNEY	TKI	COLLIN	Y	RL	D-III	RELIEVER
MC LEAN	MC LEAN/GRAY COUNTY	2E7	GRAY		BS	A-I	ACCESS
MEMPHIS	MEMPHIS MUNI	F21	HALL	Y	CS	B-II	MULTI
MENARD	MENARD COUNTY	T50	MENARD		BS	B-I	MULTI
MESQUITE	MESQUITE METRO	HQZ	DALLAS	Y	RL	C-II	RELIEVER
MEXIA	MEXIA-LIMESTONE CO	LXY	LIMESTONE	Y	CS	B-II	MULTI
MIAMI	MIAMI-ROBERTS COUNTY	3E0	ROBERTS		BS	A-I	MULTI
MIDLAND	MIDLAND AIRPARK	MDD	MIDLAND	Y	CS	B-II	REGIONAL
MIDLAND	MIDLAND INTL	MAF	MIDLAND	Y	CMS	D-IV	COMMERCIAL
MIDLOTHIAN/WAXAHACHIE	MID-WAY RGNL	JWY	ELLIS	Y	BC	C-II	RELIEVER
MINEOLA/QUITMAN	WOOD COUNTY	JDD	WOOD		CS	B-I	MULTI
MINERAL WELLS	MINERAL WELLS	MWL	PARKER	Y	BC	C-II	INDUSTRIAL
MONAHANS	ROY HURD MEMORIAL	E01	WARD	Y	CS	B-I	MULTI
MORTON	COCHRAN COUNTY	F85	COCHRAN	Y	BS	A-I	MULTI
MOUNT PLEASANT	MOUNT PLEASANT RGNL	OSA	TITUS	Y	BC	B-II	REGIONAL
MOUNT VERNON	FRANKLIN COUNTY	F53	FRANKLIN	Y	CS	B-I	MULTI
MULESHOE	MULESHOE MUNI	2T1	BAILEY	Y	BS	B-I	MULTI
MUNDAY	MUNDAY MUNI	37F	KNOX		BS	B-I	AGRICULTURE
NACOGDOCHES	A L MANGHAM JR. RGNL	OCH	NACOGDOCHES	Y	BC	B-II	REGIONAL
NAVASOTA	NAVASOTA MUNI	60R	GRIMES	*	CS	B-I	MULTI
NEW BRAUNFELS	NEW BRAUNFELS MUNI	BAZ	GUADALUPE	Y	BC	C-II	RELIEVER
NEWTON	NEWTON MUNI	61R	NEWTON		BS	B-I	MULTI
ODESSA	ODESSA-SCHLEMEYER FIELD	ODO	ECTOR	Y	BC	C-II	REGIONAL

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OLNEY	OLNEY MUNI	ONY	YOUNG	Y	CS	B-II	MULTI
ORANGE	ORANGE COUNTY	ORG	ORANGE	Y	CS	B-II	MULTI
OZONA	OZONA MUNI	OZA	CROCKETT	Y	BC	B-II	REGIONAL
PADUCAH	DAN E RICHARDS MUNI	3F6	COTTLE		BS	B-I	MULTI
PALACIOS	PALACIOS MUNI	PSX	MATAGORDA	Y	CS	B-II	MULTI
PALESTINE	PALESTINE MUNI	PSN	ANDERSON	Y	BC	C-II	MULTI
PAMPA	GRAY COUNTY HELIPORT (NEW)	xxx	GRAY				SPECIAL
PAMPA	PERRY LEFORS FIELD	PPA	GRAY	Y	BC	C-II	REGIONAL
PANHANDLE	PANHANDLE-CARSON COUNTY	T45	CARSON		BS	B-I	MULTI
PARIS	COX FIELD	PRX	LAMAR	Y	BC	C-II	REGIONAL
PEARSALL	MC KINLEY FIELD	T30	FRIO		CS	B-II	MULTI
PECOS	PECOS MUNI	PEQ	REEVES	Y	CS	B-II	MULTI
PERRYTON	PERRYTON OCHILTREE COUNTY	PYX	OCHILTREE	Y	CS	B-II	MULTI
PINELAND	PINELAND MUNI	T24	SABINE		CS	B-I	MULTI
PLAINS	YOAKUM COUNTY	F98	YOAKUM		BS	B-II	MULTI
PLAINVIEW	HALE COUNTY	PVW	HALE	Y	BC	C-II	REGIONAL
PLEASANTON	PLEASANTON MUNI	PEZ	ATASCOSA	Y	CS	B-II	MULTI
PORT ARANSAS	MUSTANG BEACH	RAS	NUECES		CS	B-I	SPECIAL
PORT ISABEL	PORT ISABEL-CAMERON COUNTY	PIL	CAMERON	Y	BC	C-III	MULTI
PORT LAVACA	CALHOUN COUNTY	PKV	CALHOUN	Y	BC	B-II	MULTI
PORT MANSFIELD	CHARLES R JOHNSON	T05	WILLACY		CS	B-I	SPECIAL
POST	POST-GARZA COUNTY MUNI	5F1	GARZA	Y	CS	B-I	MULTI
PRESIDIO	PRESIDIO LELY INTL	T77	PRESIDIO		CS	B-II	REMOTE
QUANAH	QUANAH MUNI	F01	HARDEMAN	Y	CS	B-I	MULTI
REFUGIO	ROOKE FIELD	RFG	REFUGIO	Y	CS	B-I	MULTI
RIO GRANDE CITY	RIO GRANDE CITY MUNI	67R	STARR		CS	B-II	MULTI
ROANOKE	NORTHWEST RGNL	52F	DENTON		CS	B-I	MULTI
ROBERT LEE	ROBERT LEE	54F	COKE		BS	B-I	ACCESS
ROBSTOWN	NUECES COUNTY	RBO	NUECES	Y	CS	B-II	MULTI
ROCKDALE	H H COFFIELD RGNL	RCK	MILAM		BS	A-I	MULTI

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ROCKPORT	ARANSAS CO	RKP	ARANSAS	Y	BC	C-II	REGIONAL
ROCKSPRINGS	EDWARDS COUNTY	ECU	EDWARDS		BS	B-I	REMOTE
ROCKWALL	ROCKWALL MUNI	F46	ROCKWALL	Y	CS	B-I	MULTI
ROTAN/ROBY	FISHER COUNTY	56F	FISHER		BS	A-I	AGRICULTURE
SAN ANGELO	SAN ANGELO RGNL/MATHIS FIELD	SJT	TOM GREEN	Y	CMS	C-IV	COMMERCIAL
SAN ANTONIO	BEXAR COUNTY (NEW)	xxx	BEXAR		CS	B-II	MULTI
SAN ANTONIO	SAN ANTONIO INTL	SAT	BEXAR	Y	CMS	D-V	COMMERCIAL
SAN ANTONIO	STINSON MUNI	SSF	BEXAR	Y	RL	B-II	RELIEVER
SAN AUGUSTINE	SAN AUGUSTINE COUNTY	78R	SAN AUGUSTINE		BS	B-II	ACCESS
SAN MARCOS	SAN MARCOS MUNI	HYI	CALDWELL	Y	RL	C-II	RELIEVER
SAN SABA	SAN SABA COUNTY MUNI	81R	SAN SABA		CS	B-I	MULTI
SEMINOLE	GAINES COUNTY	GNC	GAINES	Y	CS	B-II	MULTI
SEYMOUR	SEYMOUR MUNI	60F	BAYLOR	Y	CS	B-I	MULTI
SHAMROCK	SHAMROCK MUNI	2F1	WHEELER		BS	A-I	MULTI
SHERMAN	SHERMAN MUNI	SWI	GRAYSON		CS	B-II	MULTI
SHERMAN/DENISON	GRAYSON COUNTY	GYI	GRAYSON	Y	BC	D-IV	INDUSTRIAL
SINTON	ALFRED C "BUBBA" THOMAS	T69	SAN PATRICIO		CS	B-II	MULTI
SLATON	SLATON MUNI	F49	LUBBOCK	Y	CS	B-II	MULTI
SMITHVILLE	SMITHVILLE CRAWFORD MUNI	84R	BASTROP	Y	CS	B-II	MULTI
SNYDER	WINSTON FIELD	SNK	SCURRY	Y	BC	B-II	REGIONAL
SONORA	SONORA MUNI	SOA	SUTTON		BS	B-I	MULTI
SPEARMAN	SPEARMAN MUNI	E42	HANSFORD	Y	CS	B-II	AGRICULTURE
STAMFORD	ARLEDGE FIELD	F56	JONES	Y	CS	B-I	MULTI
STANTON	STANTON MUNI	63F	MARTIN		BS	B-I	ACCESS
STEPHENVILLE	CLARK FIELD MUNI	SEP	ERATH	Y	CS	B-II	MULTI
SULPHUR SPRINGS	SULPHUR SPRINGS MUNI	SLR	HOPKINS	Y	BC	B-II	MULTI
SUNRAY	SUNRAY	X43	MOORE		BS	A-I	AGRICULTURE
SWEETWATER	AVENGER FIELD	SWW	NOLAN	Y	BC	C-II	REGIONAL
TAHOKA	T-BAR	2F4	LYNN		BS	B-I	AGRICULTURE
TAYLOR	TAYLOR MUNI	T74	WILLIAMSON	Y	CS	B-II	MULTI

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TEAGUE	TEAGUE MUNI	68F	FREESTONE		BS	B-I	ACCESS
TEMPLE	DRAUGHON-MILLER CENTRAL TEXAS RGNL	TPL	BELL	Y	BC	C-II	REGIONAL
TERRELL	TERRELL MUNI	TRL	KAUFMAN	Y	BC	B-II	MULTI
TEXARKANA	TEXARKANA RGNL-WEBB FIELD	TXK	BOWIE	Y	CMS	D-IV	COMMERCIAL
THROCKMORTON	THROCKMORTON MUNI	72F	THROCKMORTON		BS	B-I	ACCESS
TULIA	CITY OF TULIA/SWISHER COUNTY MUNI	I06	SWISHER	Y	CS	B-I	MULTI
TYLER	TYLER POUNDS RGNL	TYR	SMITH	Y	CMS	C-III	COMMERCIAL
UVALDE	GARNER FIELD	UVA	UVALDE	Y	BC	B-II	REGIONAL
VAN HORN	CULBERSON COUNTY	VHN	CULBERSON	Y	BC	B-II	MULTI
VEGA	OLDHAM COUNTY	E52	OLDHAM	Y	CS	B-II	AGRICULTURE
VERNON	WILBARGER COUNTY	F05	WILBARGER	Y	BC	B-II	REGIONAL
VICTORIA	VICTORIA RGNL	VCT	VICTORIA	Y	CMS	D-IV	COMMERCIAL
WACO	MC GREGOR EXECUTIVE	PWG	MCLENNAN	Y	BC	B-II	MULTI
WACO	TSTC WACO	CNW	MCLENNAN	Y	BC	D-IV	INDUSTRIAL
WACO	WACO RGNL	ACT	MCLENNAN	Y	CMS	D-IV	COMMERCIAL
WELLINGTON	MARIAN AIRPARK	F06	COLLINGSWORTH	Y	CS	B-II	MULTI
WESLACO	MID VALLEY	T65	HIDALGO	Y	BC	B-II	MULTI
WHARTON	WHARTON RGNL	ARM	WHARTON	Y	BC	B-II	REGIONAL
WHEELER	WHEELER MUNI	T59	WHEELER		BS	A-I	MULTI
WICHITA FALLS	KICKAPOO DOWNTOWN	CWC	WICHITA	Y	CS	B-I	MULTI
WICHITA FALLS	SHEPPARD AFB/WICHITA FALLS MUNI	SPS	WICHITA	Y	CMS	D-VI	COMMERCIAL
WILLS POINT	VAN ZANDT COUNTY RGNL	76F	VAN ZANDT		BS	B-I	MULTI
WINK	WINKLER COUNTY	INK	WINKLER	Y	CS	B-II	MULTI
WINNIE/STOWELL	CHAMBERS COUNTY-WINNIE STOWELL	T90	CHAMBERS	Y	BS	B-II	AGRICULTURE
WINNSBORO	WINNSBORO MUNI	F51	WOOD	Y	BS	B-I	MULTI
WINTERS	WINTERS MUNI	77F	RUNNELS		BS	A-I	ACCESS
WOODVILLE	TYLER COUNTY	09R	TYLER		CS	B-I	MULTI
YOAKUM	YOAKUM MUNI	T85	LAVACA		CS	B-I	MULTI
ZAPATA	ZAPATA COUNTY	T86	ZAPATA		CS	B-II	SPECIAL

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